



**Report
Organization**

PREFACE

This report is organized as an integrated Master Plan, Mitigated Negative Declaration, and Initial Study prepared pursuant to the guidelines of the California Environmental Quality Act (CEQA) and as approved by the San Mateo City Council on November 20, 2000. Report sections and their contents are as follows:

- **Chapter 1 -- Introduction:** provides a summary of the planning process used to develop the Shoreline Parks Master Plan (Master Plan), the CEQA process, the project approval process, and an overview of existing park conditions.
- **Chapter 2 --Master Plan Program:** presents the vision and goals for the project and the Master Plan program. This chapter serves as the Project Description for environmental review purposes.
- **Chapter 3 -- Mitigated Negative Declaration:** contains a summary of potential impacts that may result from implementing the Master Plan and lists mitigation measures necessary to make the determination that the project will not have a significant effect on the environment.
- **Chapter 4 -- Initial Study:** provides, by resource subject, an environmental checklist, a discussion of potential impacts, and a discussion of mitigation measures.
- **Chapter 5 -- Mitigation Monitoring and Reporting:** outlines the mechanisms to ensure that mitigation measures adopted through the CEQA process are implemented in a timely manner

and in accordance with the terms of project approval.

Information to aid the City of San Mateo in its consideration of selected project design characteristics is presented in the Appendix A: Design Guidelines. Presented is more detailed information about the characteristics of selected facilities within the Shoreline Parks system.



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CHAPTER 1

What are the Shoreline Parks and the Project Area?

INTRODUCTION

1.1 THE SHORELINE PARKS

The Shoreline Parks, when combined, make up the majority of public open spaces within the City of San Mateo that are adjacent to the immediate edge of the San Francisco Bay and a portion of San Mateo Creek. The only other area within the City that fronts San Francisco Bay is Coyote Point Recreation Area. The Recreation Area is operated by San Mateo County. The City of San Mateo's shoreline south of Coyote Point is just over two miles in length. Table 1.1-1 is keyed to Figure 1 and lists the specific park/open space units that make up the project area.

TABLE 1.1-1: PARK AREAS

SHORELINE PARKS AREA	APPROXIMATE SIZE (ACRES)
Bayfront Nature Area	30.4
- North Channel	
- Retention Basin	
- South Channel	
Harborview Park	2.4
Ryder Park (developed portions and undeveloped adjacent lands)	2.8
San Mateo Creek	4.4
Seal Point Park	60.1
J. Hart Clinton Drive	12.2
Seal Cove / Bay Marshes	54.0
Tidelands Park	11.0
TOTAL AREA	177.3

Figure 1: Project Area

1.2 BACKGROUND

Purpose

This Master Plan provides an overview of the resource enhancement, public use, facility development, and management programs for the San Mateo Shoreline Parks. After incorporation of review comments and recommendations made by the public and the City of San Mateo Public Works, Planning, and Parks and Recreation Commissions, this Master Plan was adopted by the City of San Mateo City Council on November 20, 2000.

What This Report Is and What This Report Is Not

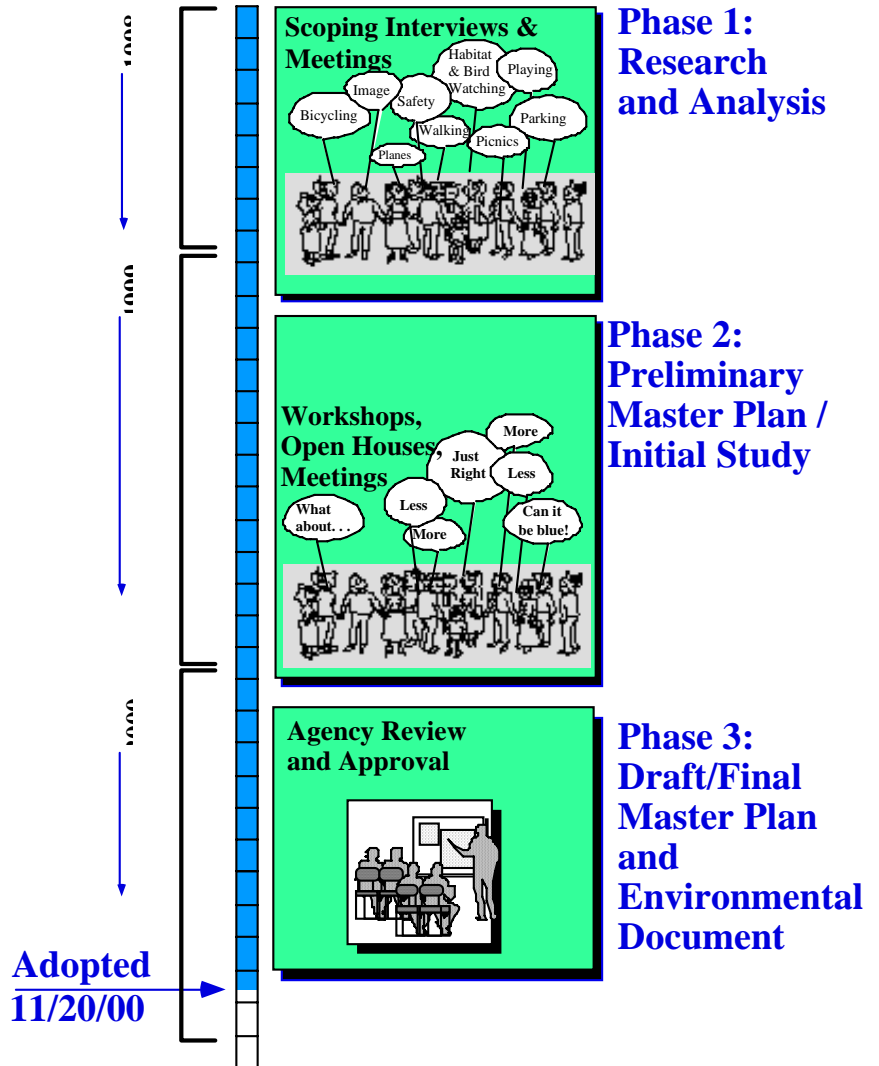
This Shoreline Parks Master Plan represents the culmination of an iterative process of review and revision over a two-year period. This Master Plan presents a program for the use, design, and management of the Shoreline Parks. One interwoven vision and set of site plans are provided for the Shoreline Parks system.

This Master Plan *is not* a final design plan in terms of portraying an absolute level of detail. This is particularly true in terms of final grading concepts associated with individual park components, detailed design concepts for structures and interpretive features, precise choice of selected materials and colors, and identification of park development and management priorities. Based on the Master Plan program as adopted by the San Mateo City Council, the preparation of design development plans and construction documents will commence. These documents will be used to obtain the appropriate permits that must be secured (see Section 1.5.1).

1.3 THE PLANNING PROCESS

Basis The underlying program presented herein for the Shoreline Parks is based on a number of interviews, small group meetings, and open forums conducted with the City staff, regulatory and resource agencies, special interest groups, selected individuals, and the general public. Key review meetings were conducted at various points throughout the planning process with the San Mateo Public Works, Planning, and Parks and Recreation Commissions as well as the San Mateo City Council. Appendix B lists the public meetings that were conducted and the organizations that were involved in formulating this Master Plan. As illustrated in Figure 2, the overall master planning for the Shoreline Parks consisted of three phases.

Figure 2: Generalized Master Planning Process

Project Start: June, 1998

**Phase 1:
Research and
Analysis**

The initial phase of the master planning process involved completing baseline field studies, identifying opportunities and constraints about the resources of the project area, and developing a preliminary project statement that was accepted by the City Parks and Recreation Commission in February 1999.

**Phase 2:
Preliminary
Master Plan and
Initial
Environmental
Review**

The second phase involved an iterative planning and review process that included preparing and evaluating

program alternatives and site plans. Evaluation of these alternatives involved an initial environmental review of potential impacts. Alternatives evaluated but not carried forth in the Master Plan are outlined in Section 1.4 below.

Individual and small group meetings, public meetings and study sessions, and "open houses" were conducted during Phase 2 to encourage those interested to see work, ask questions, and provide guidance, as the specific designs were refined and detailed. This review and comment resulted in refining and, in some cases, developing new plan alternatives for consideration. After review by the San Mateo City Council, final revisions to the basic plan program were made.

**Phase 3: Draft and
Final Master Plan/
Environmental
Document**

The last phase finalized the Shoreline Parks Master Plan. With accompanying environmental documentation, it was reviewed by the City's Planning, Public Works, and Parks and Recreation Commissions, and ultimately to the San Mateo City Council for adoption and for certification of the CEQA environmental document.

**The Next Steps:
Implementation**

After adoption by the San Mateo City Council, the City will go through a design development process for the entire plan area and then prepare specific construction documents for each park area. This work will be phased based on available funding. The design development phase will result in the necessary documents required for more specific permit review by the City and other regulatory agencies (see Table 1.5-1)

Specific features within the Shoreline Parks Master Plan program that will be subject to additional Site Plan and Architectural Review by the City include:

- J. Hart Clinton Drive Gateways: layout, materials, and associated sculptures
- Parking lots
- Restroom and storage buildings
- Picnic and shade shelters

Construction documents shall include all information required by the City of San Mateo and other regulatory agencies based on their specific review and conditions of approval.

Concurrent City of San Mateo Projects

There are a number of projects sponsored by the City of San Mateo within the Shoreline Parks Master Plan project area that are in various stages of planning and design. This Master Plan attempts to recognize the designs of these projects to the extent they are known at this time. This plan provides conceptual site plans and designs for recreation and interpretive uses that may occur after these other projects are implemented. Therefore, as these projects are refined, they may impact the plans presented herein. Notable among these projects are the following:

- **San Mateo Creek Flood Control Project:** The City Public Works Department, in response to the flood delineation program of the Federal Emergency Management Agency, is evaluating ways to increase the capacity of San Mateo Creek to avoid flooding nearby communities. This project generally involves the construction of flood walls and the reconstruction of the Norfolk Street Bridge.

- **East Third Avenue Landfill Closure Project (Seal Point Park):** The City Public Works Department is in the process of capping the entire East Third Avenue landfill site (Seal Point Park). Anticipated completion date for this work is October, 2001. The program presented in the Shoreline Parks Master Plan for Seal Point Park has been approached as an overlay on the design for closing the landfill. In this respect, recreation facility and public use proposals at Seal Point Park have been coordinated with the constraints to use presented by the landfill closure design.
- **Norfolk Street:** The City Redevelopment Agency is considering rehabilitating the western end of Norfolk Street and the surrounding commercial area.
- **Marina Lagoon Management Program:** The City Public Works Department is initiating a management plan for the waters of the Marina Lagoon. The final operational characteristics of this program will direct the design of the wetland enhancement proposals along the shoreline of the Lagoon at Tidelands Park.

1.4 ALTERNATIVES CONSIDERED

General The approach used throughout the planning process (see Section 1.2 above) involved integrating environmental review along each step of the way with program development and site planning decisions. All realistic ideas suggested by the general public were evaluated and filtered using the resource opportunities and constraints existing in the project area and the goals for the project.

During Phase 2 a number of alternative program and site plan options that theoretically could be included in the program, because space was available to support them, were evaluated and debated for inclusion in the Shoreline Park system. These are summarized in Table 1.4-1 below. Appendix H overviews these alternatives and summarizes the reasons why they were either eliminated from the Master Plan or retained in it.

TABLE 1.4-1: ALTERNATIVES EVALUATED

Program Item	Location(s) Considered
• Parking at Harborview Park	• on-site parking • street parking *
• Skateboard Park: 15,000 - 20,000 sq. ft.	• Tidelands Park
• Roller Hockey: 30,000 sq. ft. w/ Concession Area (in conjunction with Skateboard Park)	• Tidelands Park
• Mountain Bike Use Area: 1 acre	• Seal Point Park
• General Parking / Group Picnic Area / Windsurfing Access	• Seal Point Park Plateau • Seal Point Park West Use Area*
• Dog Park	• Tidelands Park • Seal Point Park East Use Area*
• Soccer Fields with Concession Area	• Tidelands Park
• Large Environmental Playground: 1 to 2 acres	• Ryder Park • Tidelands Park*
* Feature included in the Master Plan program (see also Appendix H)	

Existing Project Area Conditions

1.5 SETTING OVERVIEW

The *Shoreline Parks Master Plan Research and Analysis Report* dated February 22, 1999 provides background information about the existing natural and cultural conditions of the project area, the opportunities and constraints these conditions present, and the regulatory review framework involved in implementing the Master Plan. Salient aspects of this report as they relate to the Master Plan are summarized below:

1.5.1 REGULATORY FRAMEWORK

Municipal Jurisdictions

Virtually all of the project area is within the city limits of San Mateo and the Shoreline Redevelopment Area boundary. A portion of Tidelands Park adjacent to J. Hart Clinton Drive is within the limits of Foster City.

Existing City Policies

There are five policy documents that direct the planning and govern development within the project area. These are:

- Vision 2010 San Mateo General Plan that covers the entire City of San Mateo;
- Shoreline Parks Specific Plan that includes all of the project area except for Tidelands Park;
- Mariner's Island Specific Plan, that covers Tidelands Park;
- Redevelopment Plan for the San Mateo City Shoreline Redevelopment Project; and
- Foster City General Plan.

Applicable City policies from these documents are found in Appendix C. The majority of the project area is in Parks and Open Space designation. However, the Redevelopment Plan identifies an area at the corner of J. Hart Clinton Drive and Mariner's Island Boulevard for Commercial uses. Though a specific land use is not designated for it on the Foster City General Plan - Land Use Plan Map, development related to a public park or open space use is generally permissible (Richard Marks, City of Foster City, Community Development Director, personal communication).

Permitting Agencies

The agencies from which permits would likely be needed to implement the Master Plan are listed in Table 1.5-1.

The United States Coast Guard has indicated that an individual Coast Guard bridge permit is not required for the bridges proposed by this project over San Mateo Creek and that San Mateo Creek conforms to advance approval criteria under Title 33 Code of Federal Regulations, Part 115.70 (personal communication, David Sulouf, Chief, Bridge Section)

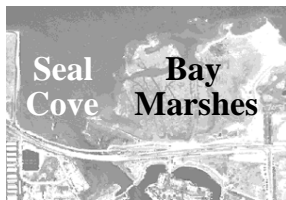
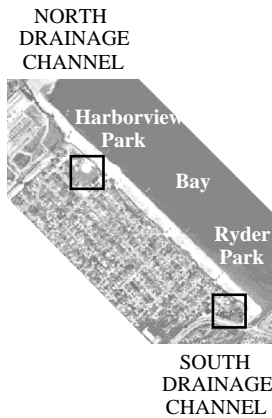
TABLE 1.5-1: PERMITTING AGENCIES

Agency	Permit Authority
U.S. Army Corps of Engineers (COE)	Regulatory authority over all jurisdictional wetlands, navigable waters, and other Waters of the United States under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act.
U.S. Environmental Protection Agency (EPA)	Dual regulatory authority of Section 404 with the COE.
U.S. Fish and Wildlife Service (USF&WS)	Consultations with COE is required as part of the Section 404 permitting process
San Francisco Bay Regional Water Quality Control Board (RWQCB)	Authority to regulate projects that could affect water quality through Section 401(A) (1) of the Clean Water Act.
California Department of Fish and Game (CDF&G)	Consultations regarding state-listed species as required by the California Endangered Species Act. Additionally, if stream alternations are anticipated, a 1601 Permit must be secured from the Department.
California Integrated Waste Management Board	Responsible for approval of the East Third Avenue Landfill Final Closure Plan, which is required prior to any post-closure use of the Landfill.
San Francisco Bay Conservation and Development Commission (BCDC)	Regulates development, as authorized under the McAteer-Petris Act generally within 100 feet from the edge of the Bay. Projects must be accepted by the BCDC Design Review Board and a BCDC permit must be obtained
City of San Mateo	<p>The city regulates land use changes and requires an Environmental Assessment and Site Development Permit</p> <p>Specific features within the Shoreline Parks Master Plan program that will be subject to additional Site Plan and Architectural Review by the City at a later time include:</p> <ul style="list-style-type: none"> • J. Hart Clinton Drive Gateways: layout, materials, and associated sculptures

-
- Parking lots
 - Restroom and storage buildings
 - Picnic and shade shelters

City of Foster City	The city regulates land use changes. Development of the portion of Tidelands Park within Foster City will require the following: Zoning Change (CM/PD to OSC); Environmental Assessment; Use Permit; and Land Development / Property Improvement Permit
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Hydrology and Water Quality



1.5.2 NATURAL CONDITIONS

Salient conditions within the project area hydrology include:

- Bayfront Nature Area / Northern Portion of Drainage Channel: This channel is the only wholly freshwater stream system within the project area. No changes are proposed for the channel.
- Bayfront Nature Area / South Portion of Drainage Channel: Urban drainage runoff from the developed Shoreview neighborhood is directed to the drainage channel. Bay water is added to the channel to enhance water quality and combat mosquitoes during the summer months via a tide gate located at the mouth of San Mateo Creek. The Master Plan proposed to expand the capacity and enhance this channel for water quality, habitat, and aesthetic purposes.
- Bayfront Nature Area / Retention Basin: The existing marsh area consists of a brackish marsh (indicated by pickleweed) on the south side and a freshwater marsh (indicated by cattails) on the north side. No changes are proposed for the basin.
- Harborview and Ryder Parks: The hydrology of these parks is well established and no significant changes are anticipated.
- San Mateo Creek: The City of San Mateo Public Works Department has recently completed a design for low flood walls and raising the Norfolk Street Bridge to accommodate the 100-year storm event.
- Seal Point Park: Seal Point Park is the site of the San Mateo municipal landfill. It is currently being closed pursuant to the standards of the Regional Water Quality Control Board. Closure of the landfill is being accomplished in accordance with applicable requirements of the California Integrated Waste Management Board. All post-closure use of the landfill will comply with 27 CCR, §21190. The draft Master Plan will not impact the hydrology of the capped landfill site.
- Seal Cove / Bay Marshes: The area represents the best example of tidal wetlands in the project area. The area, as an overall hydrologic unit, is within both the City of San Mateo and City of Foster City. Two distinct hydrologic sub-units

exist: a pocket of tidal marsh immediately to the north of the east end of the Seal Slough pedestrian bridge (Seal Cove), and the much larger main marsh to the east (Bay Marsh).

- Tidelands Park: A low area supporting a series of seasonal wetlands supported by groundwater and runoff from culverts draining J. Hart Clinton Drive, Mariner's Island Boulevard, and the immediate area to the east. The Master Plan proposes to expand the existing wetlands for habitat and water quality purposes.

Jurisdictional Wetlands Waters of the United States are subject to U. S. Army Corps of Engineers (COE) regulation under Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Table 2.6-2 and Appendix G provide information about existing jurisdictional wetlands within the project area.

Existing Plant Communities There are six plant associations found in the project area. Four of these plant associations are considered wetlands: tidal salt marsh, diked salt marsh, brackish salt marsh, and freshwater marsh. The remaining plant associations, non-native grassland and disturbed areas, are dominated by non-native plant species.

The salt marsh and brackish marsh plant associations are listed by the state as rare. Tidal salt marsh, diked salt marsh, and tidal brackish marsh are found in the project area in:

- Bayfront Nature Area
- Between the landfill mound and J. Hart Clinton Drive
- Along San Mateo Creek
- At the margins of San Francisco Bay

Special-status Plants The only special-status plant found in the project area is marsh gumplant. A second species, California sea-blite, may have occurred in the project area during the botanical survey of the landfill in 1993.

However, this species no longer occurs in the project area. One other special-status plant, Point Reyes bird's beak, was not found on the project site; however, suitable habitat for this species may be present.

**Invasive Plant
Species**

Spartina alterniflora, an non-native cordgrass, is found throughout the project area at all the salt marshes along the margins of San Francisco Bay and along San Mateo Creek.

**General Wildlife
Diversity**

The diversity of wildlife species occurring in the project area is relatively limited because of the isolation of open space, the extent of disturbance to the area, and a limited diversity of plant associations. The tidal mudflats adjacent to the shoreline provide important foraging habitat for migrating and wintering birds, including waterfowl, shorebirds, wading birds, gulls and terns.

**Special-Status
Wildlife Species**

Based on a review of existing literature, there are eighteen special-status wildlife species that could occur in the project area. Two federally and state-listed endangered species were observed offshore from the Bayfront Nature Area during site visits in 1998. These were the California brown pelican (*Pelecanus occidentalis californicus*) and California least tern (*Sterna antillarum browni*). In 1993, an American peregrine falcon (*Falco peregrinus anatum*) was sighted foraging and roosting in Seal Point Park and northern harriers (*Circus cyaneus*) were observed nesting in the non-tidal salt marsh in Seal Point Park.

Habitat conditions landward from the project area levees are generally degraded. Although unlikely, the

project area could possibly support the following species:

- Steelhead trout (*Oncorhynchus mykiss*) is federally-listed as a threatened species. Testing for steelhead trout in San Mateo Creek as part of the City's flood control project was negative.
- California red-legged frog (*Rana aurora draytonii*) is federally listed as a threatened species and is considered a species of special concern by CDF&G. San Francisco garter snake (*Thamnophis sirtalis tetrataenia*) is federally and state-listed as an endangered species. Potential habitat for both species exists in the small marsh at the northeast end of the Bayfront Nature Area (near the PG&E substation). The Master Plan proposes no changes to this area.
- Salt marsh harvest mouse (*Reithrodontomys raviventris*) is federally and state-listed as an endangered species. A trapping program conducted in the patches of non-tidal salt marsh in the southern part of Seal Point Park found no mice. The Bay Marshes provides potential habitat for this species and no surveys were conducted to determine the presence or absence in that area.

Other special-status species that may frequent or inhabit the Bay's open water mudflats, or marshes outside of the project area levees include:

- California brown pelican (*Pelecanus occidentalis californicus*)
- California black rail (*Laterallus jamaicensis coturniculus*)
- California clapper rail (*Rallus longirostris obsoletus*)
- Western snowy plover (*Charadrius alexandrinus nivosus*)
- California least tern (*Sterna antillarum browni*)

Mosquito Abatement

Mosquitoes are not currently a major problem in the project area, but are managed. Along the Bayfront Nature area, the enhancement of moving brackish water will assist the existing mosquito abatement program. In Tidelands Park the Master Plan proposes to

aggregate seasonal wetlands that are now dispersed throughout the park. Mosquito abatement will be assisted by expanding an existing drainage channel, improving on-site water circulation by creating one larger and deeper wetland area, and making the wetlands more accessible for abatement purposes.

Wind The San Mateo shoreline is generally windy, particularly in the afternoon and during the period from April through September.

1.5.3 CULTURAL CONDITIONS

**Public and Private
Property**

With the exceptions listed below, lands within the project area are in public ownership.

- **Bayfront Nature Area / Seal Point Park:** A portion of the mudflats that abut the shoreline of the Bayfront Nature Area near San Mateo Creek and the northernmost edge of Seal Point Park is privately owned. These lands are often referred to as "Coyote Flats". Landward access to the private property is from a point located in Foster City. The private mudflats near the project area are subject to a Public Trust Easement for purposes of commerce, navigation, and fisheries.
- **Seal Point Park:** Through an agreement with the City, a 12.7-acre parcel that is currently used for PG&E overhead transmission line facilities, though in City ownership, would revert to PG&E ownership "upon cessation by PG&E of the use of the entire corridor for powerline transmission use" (page 12 of the Settlement of Land Title Lawsuit - Pacific Gas and Electric Company vs. City of San Mateo). Any use by PG&E must be in conformance with then-existing zoning and other regulations. The size of the parcel that may revert to PG&E may be reduced to 10 acres or reconfigured to avoid excessive interference with Park improvements that might be made in the interim.
- **San Mateo Creek:** The City of San Mateo has a public utility easement over the lands within the project area. However, the underlying

property is privately owned. While public access was secured and is permitted along the fire access route located on the north side of the Creek between J. Hart Clinton Drive and Norfolk Street, such rights do not necessarily exist elsewhere along the Creek and would need to be secured from the property owners prior to any public access facility development.

- **Tidelands Park:** An approximately 2.5-acre private property inholding fronts Mariner's Island Boulevard and is surrounded on three sides by the Park. Permitted uses on the private lands and public lands to the north adjacent to J. Hart Clinton Drive include: restaurant, hotel, office, retail, or medium-density residential.

Leases and Easements

PG&E Utility Line Corridor: With the exception of one parcel in Seal Point Park (see Seal Point Park above), the City holds title to the lands within the Shoreline Parks Master Plan area and leases to PG&E the area necessary for existing high-voltage transmission lines. This lease includes allowing PG&E to develop an additional transmission line within the corridor when needed.

Tidelands Park Water and Slope Easements

A 20-foot-wide water company easement parallels J. Hart Clinton Drive on the north side of the Park. Another 20-foot-wide easement exists adjacent to the private parcel that is surrounded by the Park. This easement allows creation of slopes necessary to support development on the private property.

General Access

One significant attribute about the project area is its relatively close proximity (approximately 1 mile) to downtown San Mateo and its immediately adjacency to a densely-developed residential area. Most of the bicycle system identified in the City's General Plan exists today.

Public Transit	There is currently no regularly scheduled local public transportation to the shoreline.
Water Access	With the exception of one 3-foot wide concrete ramp at the northeast side of Seal Point for emergency egress for windsurfers, there is no developed access to the Bay's waters within the project area.
Emergency Access	Current ``easy'' access points used by police, fire, and emergency response vehicles are, from north to south: through Coyote Point Recreation Area; Monte Diablo Avenue; Ryder Street; through the trail staging area at Ryder Park; the San Mateo Creek trail; the Seal Point Park entrance; through the trail access point on the east side of Seal Point Park; through the trail staging area adjacent to the Bay Marshes; and Reef Drive. Secondary access points exist: to the Bayfront Nature Area at York Avenue; and to Tidelands Park at Anchor Road. Cypress Avenue and Second Avenue could serve as additional access points to the Bayfront Nature Area if it were not for existing guard rails that block vehicular entry.
Lighting	Specific use area / security lighting exists in the play area at Harborview Park and throughout Ryder Park. Pathway lights were installed last year to increase park security. Parking areas at Ryder Park/ San Mateo Creek and at the Bay Marshes- Bay Trail staging area are not lighted. Much of the project area, with the exception of the Bayfront Nature Area and Seal Point Park, receive some illumination from the local street system lights.
Underground Utilities	Table 1.5-2 summarizes the existing underground utility constraints on development in the project area.

**Reclaimed Water
Distribution
System**

In the 1970s a 12'' reclaimed water distribution line was constructed from the City's wastewater treatment plant to the San Mateo Golf Course located on the north end of the study area. Because of fluctuations in the water quantity, slight variations in quality and the costs of pumping, the use of the system was discontinued. However, the line remains in place. Long-range plans for the wastewater treatment plant include installation of a reverse-osmosis filtration system that could then provide a steady source of water to the line.

Policing

City Parks are generally closed at 10 p.m. No existing parking areas in the project area have gates, and even if they did they would probably not be locked if visible from the street. Cars at parking areas after 10 p.m. are cited as part of normal routine patrols. For gated parking areas and for restrooms, the City has a "Park Monitor" to close/open the facilities. Generally, the Shoreline Parks and

TABLE 1.5-2: EXISTING UNDERGROUND UTILITIES

AREA	UNDERGROUND UTILITY
Bayfront Nature Area	<ul style="list-style-type: none">• 12" reclaimed water distribution line
Harborview Park	<ul style="list-style-type: none">• Site drain lines
Ryder Park	<ul style="list-style-type: none">• Site drain lines• 27" ACP line parallel to J. Hart Clinton Drive
San Mateo Creek	<ul style="list-style-type: none">• 8" storm sewer along north side of creek from U.S. 101 to just west of Norfolk Street
Seal Point Park / Bay Trail	<ul style="list-style-type: none">• Groundwater monitor wells• Leachate wells
Seal Point Park	<ul style="list-style-type: none">• Groundwater monitor wells• Leachate wells• Landfill gas probes• 12" reclaimed water distribution line parallel to J. Hart Clinton Drive• Telecommunication line through southern flat area of Park (new line; not mapped)
J. Hart Clinton Drive	<ul style="list-style-type: none">• 54" outfall line under J. Hart Clinton Drive• 24" water line on west side of J. Hart Clinton Drive (west of sound wall)
Seal Cove / Bay Marshes	<ul style="list-style-type: none">• 21" force main parallel to J. Hart Clinton Drive
Tidelands Park	<ul style="list-style-type: none">• 14" forced sewer main• 175', 130', and 192-1/2' PG&E easements• 8" VCP line• 24" water line• Mariner's #1 Sewage Lift Station• 15" RCP line

immediate environs are not high crime areas. Most of the area is fairly visible from J. Hart Clinton Drive. The police do walk the Bay Trail and fenceline by houses on occasion. Existing police policy specifically does not include bicycle patrols.

**Emergency
Response**

There are no emergency call boxes or public telephones currently within the project area. Medical response is based on a county-wide paramedic program. Response for an accident within the project area could come from San Mateo, Burlingame, Foster City, or South County. However, it is likely that San Mateo would be the first to respond to any emergency medical needs.

The San Mateo Fire Department is responsible for all areas within the City limits, including Coyote Point Recreation Area and the marina and restaurants within it. The closest fire station to the project area is at 4th and Humbolt Street, just west of U.S. 101.

**Park Operations
and Management**

The Shoreline Parks are operated by the San Mateo Parks and Recreation Department. However, maintenance responsibilities are divided between the Parks and Recreation Department, that generally maintains the recreation, landscape, and irrigation facilities features, and the City's Public Works Department that generally maintains the utility infrastructure and hardscape features.

1.5.4 EXISTING PUBLIC USE AND RECREATION FACILITIES**Coyote Point
Recreation Area**

The shoreline in Coyote Point Recreation Area immediately adjacent to the project area is popular both as a destination point for environmental education classes conducted by the Coyote Point Museum, and for sturgeon, striped bass and halibut

fishing. A number of people park in the Recreation Area near the Yacht Club to access the City's portion of the Bay Trail. There are about five special events, such as foot races, each year that stage in the Recreation Area and use the San Mateo shoreline.

The Shoreline Parks

Table 1.5-3 lists existing recreation facilities in the various park and open space areas of the project area. With the exception of Harborview Park, and to some extent Ryder Park, trail-related activities account for the majority of recreation that currently takes place in the project area. The majority of current trail use is made up of individuals who either walk or bike to the project area from San Mateo, enter the project area from Coyote Park Recreation Area, or who park elsewhere along the Bay Trail and walk or ride to the Shoreline Parks.

- **Harborview Park:** is a well-used neighborhood facility that supports traditional recreation activities such as softball and children's play. There is only street parking available for the Park.
- **Ryder Park:** Because of the general lack of facilities at Ryder Park, it receives relatively light use. This use generally involves family picnicking, resting, and some open play by children. One exception is the City-sponsored annual Bay clean-up day when the Park is used for site registration and group picnicking.
- **San Mateo Creek:** Because of the relatively steep banks, recreation use of San Mateo Creek is generally limited to the bicycle path.
- **Seal Point Park / Bay Trail:** Seal Point Park is currently closed to public use. However several informal trails throughout the property are evident and are used for hiking, jogging, mountain bicycling, and general nature observation. The Bay Trail is a well-used facility involving all types of trail activities. Rest areas, with benches and trash containers, offer distant views over San Francisco Bay.

- **J. Hart Clinton Drive:** The south side of the street is posted for no parking. Existing pedestrian-activated signals at Detroit Drive, Anchor Road, and Mariner's Island Boulevard are not easily accessible to bicyclists. A pedestrian-activated signal crossing connecting the San Mateo Creek Trail with Ryder Park and the Bayfront Nature Area has been designed but is yet to be constructed.

One BCDC permit requirement (Permit # 18-82) for the Third Avenue / J. Hart Clinton Drive bridge that has not yet been met by the City includes the development of an approximately 0.75-acre brackish marsh. The permitted site for the enhancement project is Bayside-Joinville Park (outside of the Shoreline Parks Master Plan project area).

- **Seal Cove / Bay Marshes:** Formal facility development is limited to the Bay Trail system and a parking/ staging area accessed from the signalized intersection at J. Hart Clinton Drive and Anchor Road. The Bay Trail is located at the south margin of the relatively extensive marsh, on top of the levee. There are numerous footpaths leading through the margins of the marshes but are not passable during periods of high tide. On the north side of the levee, opposite the parking lot, a secondary berm with a well-used informal footpath atop extends northwest to a rocky point overlooking Seal Slough.

The BCDC permit for the Third Avenue / J. Hart Clinton Drive bridge replacement (Permit # 18-82) required the following improvements to the Third Avenue bridge as part of its conversion to pedestrian and bicycle use that have not yet been implemented:

- Removal of the bridge railing and replacement with an attractive railing conducive to fishing and viewing from the bridge;
 - Installation of a minimum of eight fishing pole holders; and
 - Installation of three trash containers and three seating areas.
- **Tidelands Park:** The majority of Tidelands Park is undeveloped. Existing recreation facilities are limited to an 8-foot-wide asphalt path located along the south side of the site connecting Anchor Road with Mariner's Island Boulevard. The path's intersection with Anchor Road does not align with

the continuation of the path in Bayside-Joinville Park . No crosswalks linking the two paths exist. Parking for Tidelands Park is available along Mariner's Island Boulevard and Anchor Road.

TABLE 1.5-3: EXISTING USE AND FACILITIES

SHORELINE PARKS AREA	PUBLIC USE FACILITIES
Bayfront Nature Area	<ul style="list-style-type: none"> • Bay Trail (shared use; 8' wide asphalt) • Gates and bollards at trail entrances • Limited use and regulatory signs
Harborview Park	<ul style="list-style-type: none"> • Large play structures (1) • Small play structures (4) • Swing sets (2) • ``Spring'' toys (6) • Benches (3) • Picnic tables under pavilion (4) • Drinking fountain (1) • Trash cans (4) • Baseball diamond (240' to left center field fence) • Use and regulatory signs • Accessible restroom facility
Ryder Park	<ul style="list-style-type: none"> • Area light standards (8) • Sand lots (3) • 18'' - high seating / stage platforms (3) • Picnic table (1) • Trash cans (4) • Slide (1) • Model ``space shuttle'' (1) • Boulders (14) • 6'-wide a.c. walkways (2) • Use and regulatory signs • Drinking fountain
San Mateo Creek	<ul style="list-style-type: none"> • Gravel parking at J. Hart Clinton Drive adjacent to Ryder Park (approximately 6 to 8 informal spaces) • 20'- wide asphalt shared use trail between J. Hart Clinton Drive and Norfolk Street • Use and regulatory signs
Seal Point Park / Bay Trail	<ul style="list-style-type: none"> • Bay Trail (10'-wide asphalt w/ 2'-wide decomposed granite shoulders) • Gates and bollards at trail entrances • Rest stops (4) with benches (2 each) and trash can on a concrete pad • Emergency access/egress ramp (1 @ 3' wide through rip-rap) for wind

surfers

- Use, safety, and regulatory signs

Seal Point Park

-
- No facilities - closed to public use
-

TABLE 1.5-2: EXISTING USE AND FACILITIES (continued)

SHORELINE PARKS AREA	PUBLIC USE FACILITIES
J. Hart Clinton Drive	<ul style="list-style-type: none"> • Pedestrian-activated signal crossings at Detroit Drive, Anchor Road, and Mariner's Island Boulevard • Pedestrian-activated signal crossing at San Mateo Creek (designed; awaiting construction)
Seal Cove / Bay Marshes	<ul style="list-style-type: none"> • Bay Trail bridge (25'-wide with separate bicycle and pedestrian lanes striped) • Bay Trail - bridge to parking area (12'-wide asphalt on top of levee) • Bay Trail - parking area to Foster City limit (8'-wide asphalt on top of levee; limited or no shoulders) • Parking (42 designated spaces; 2 handicap spaces) at J. Hart Clinton Drive • ADA-accessible connecting trail from the west end of the parking area north to the Bay Trail
Tidelands Park	<ul style="list-style-type: none"> • Pedestrian paths (8'-wide asphalt)

CHAPTER 2

MASTER PLAN PROGRAM

2.1 VISION AND GOALS

The following vision and goals for the Shoreline Parks complement the goals and policies of the City of San Mateo as contained in the San Mateo General Plan, the Shoreline Park Specific Plan, and the Redevelopment Plan for the San Mateo City Shoreline Redevelopment Project. These policies are listed in Appendix C. This Master Plan is consistent with the City's overall goals and policies.

2.1.1 THEMATIC VISION

Vision Statement

At its core, the vision embodied in the Shoreline Parks Master Plan marries seemingly disparate opportunities for a variety of outdoor recreation experiences with the peacefulness evoked by the open space and timelessness of the San Francisco Bay.

The Shoreline Parks are to be places that celebrate the San Francisco Bay, its tidally-influenced margins, gleaming open waters, patterns of sun and shadow cast from clouds, scent of salt water wafting through the air, dampness of adjacent wetlands, flowing waters of San Mateo Creek, and tactile and audible qualities of wind. It is a place to hear, watch, and enjoy wildlife as it forages, dabbles, ducks, and flies.

The Shoreline Parks are to be places to enjoy with friends and family engaging in fun, recreation, exercise, and to learn about the natural as well as the human-made environment. Because of all these

qualities, the Shoreline Parks are also places to refresh one's spirit and body.

The Shoreline Parks are also envisioned to create one interconnected setting that serves three distinct, but interrelated, themes. These are:

- **Identity:** The Shoreline Parks are to create an artistic "signature" for the City of San Mateo, providing an identity for the community that sets it apart from others in the area.
- **Stewardship/Education:** For many visitors, the Shoreline Parks will provide an opportunity for a first-hand experience of the Bay's and the Creek's wetland and riparian habitats; where visitors learn about the Shoreline, its wildlife and flora, its cultural role in the area's history, and how to actively steward the landscape to enhance water quality, vegetation, and habitat conditions.
- **Recreation:** The Shoreline Parks will be active, lively, and enticing - a place to hike, run, bike, stroll, skate, watch birds, relax, sit, watch aircraft from all over the world, and participate in a myriad of other play activities.

The San Mateo Shoreline Parks will offer a respite from the bustle of urbanity; a respite that is at once both restful and invigorating.

2.1.2 GOALS

The following nine goals are broad, general statements pertaining to the Shoreline Parks Master Plan. They are inclusive of the goals and policies of the City of San Mateo as expressed in the San Mateo General Plan, the Shoreline Parks Specific Plan, and the Mariners Island Specific Plan. (See *Shoreline Parks Master Plan - Research and Analysis Report*, February 22, 1999.)

- Goal #1:
Opportunity** The Shoreline Parks contain important city-wide resources and, as a whole, should provide accessible outdoor recreation and education opportunities for all residents of the City of San Mateo. Education opportunities should build upon historical, ecological and functional perspectives.
- Goal #2:
Timelessness** The orientation of the Shoreline Parks should direct attention to the San Francisco Bay and the qualities of timelessness that a tidal environment imparts.
- Goal #3:
Image** The physical image of the Shoreline Parks should emphasize the natural and open space qualities of the San Francisco Bay and its margins. It should also develop and improve focal points, gateways, and major corridors in such a way that the Shoreline Parks portray a distinctive City image that showcases San Mateo as the pre-eminent City in the County.
- Goal #4:
Experience and
Balance** The City of San Mateo Shoreline should be developed as a destination point for those wishing to have an open space experience, but not be so developed that the Shoreline becomes overcrowded.
- Goal #5:
Ecology** The San Mateo Shoreline Parks should be developed and managed in a way that enhances water quality, plant and animal habitat conditions, and open space and natural resource values while promoting water and energy conservation and minimizing environmental impacts.
- Goal #6:
Unity** The City of San Mateo Shoreline and the individual parks that comprise it, while differing in their own right, should present one unified image to park users and as viewed from J. Hart Clinton Drive.
- Goal #7:
Access** Development of the Shoreline Parks should be carried out such that through a comprehensive bicycle and

pedestrian circulation network, residents are encouraged to use alternatives to automobile travel as a means of accessing the shoreline.

Goal #8: Improvements to the Shoreline Parks should be
Quality designed and constructed to improve structural integrity, function, and safety of the existing man-made features, be cost effective, and recognize the need for efficiency in long-term maintenance and operations of the Parks.

Goal #9: Development and management of the Shoreline Parks
Safety should provide safe public use opportunities and not preclude emergency access, maintenance access for public utilities, or future projects that would protect the community from unreasonable risk to life and property caused by flood hazards.

2.2 MASTER PLAN PROGRAM

The Master Plan Program is described in seven sections. These are:

- General Access
- Signs
- Park Amenities
- Infrastructure and Service Features
- Specific Park Areas and Facility Development Options
- Interpretive and Educational Program Features
- Resource Management Program Features

2.2.1 GENERAL ACCESS

There are a number of program features that should generally be thought of as affecting the development and use of all or most of the individual Shoreline Parks and thus apply throughout the project area.

Hours of Use The Shoreline Parks will be managed for day use and will generally be closed at 10 p.m.

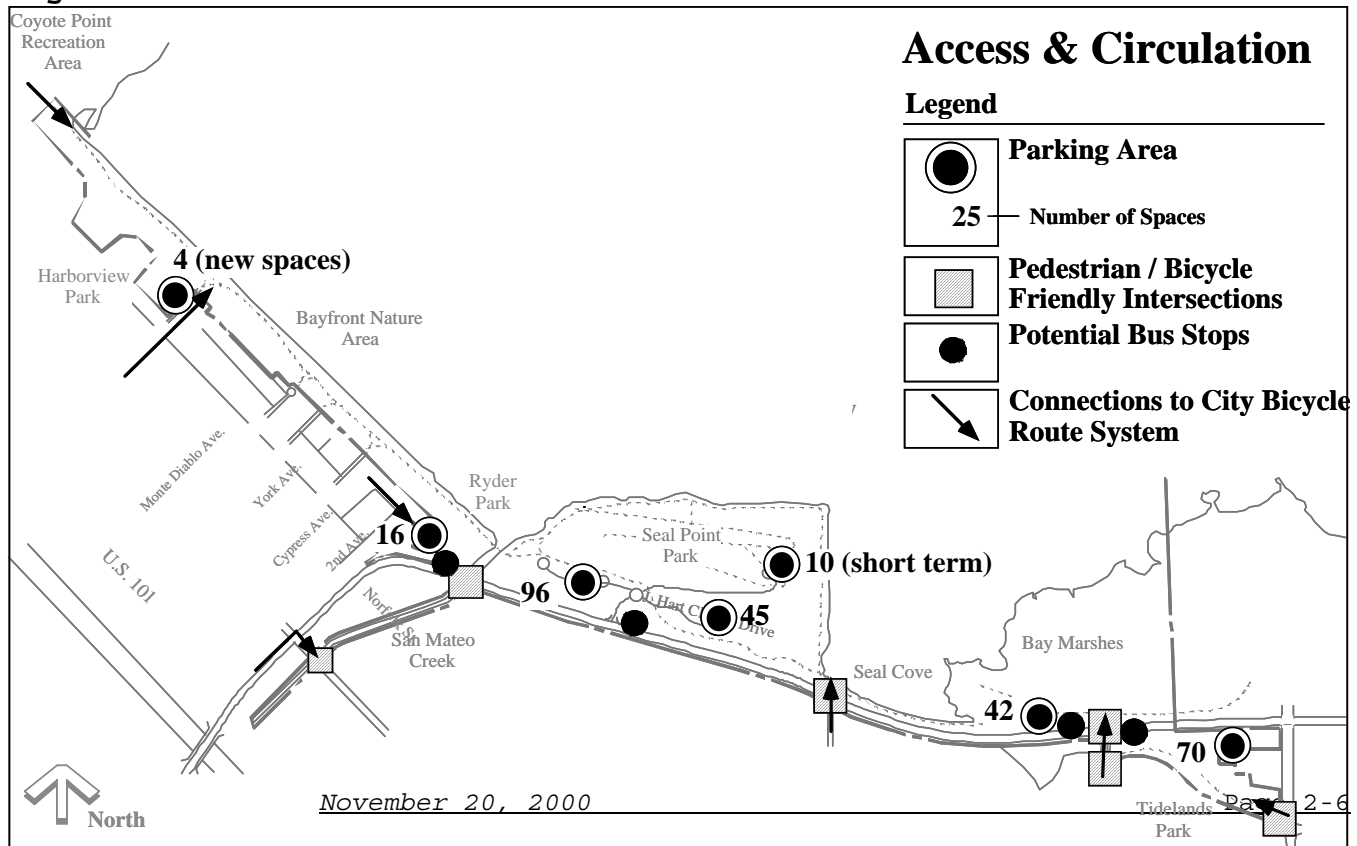
Vehicular Access Primary vehicular access to the Shoreline Parks area is from J. Hart Clinton Drive.

Parking There are now approximately 50 off-street parking spaces available to access the San Mateo shoreline. Approximately 291 parking spaces would be provided. Of these, approximately half of the spaces would be developed in the centrally-located Seal Point Park. Appendix E compares the parking areas designated in the Master Plan with the parking requirements of the City.

Bicycle and Pedestrian Access Connections between the Shoreline Parks and the City's bicycle route system will be enhanced at Monte

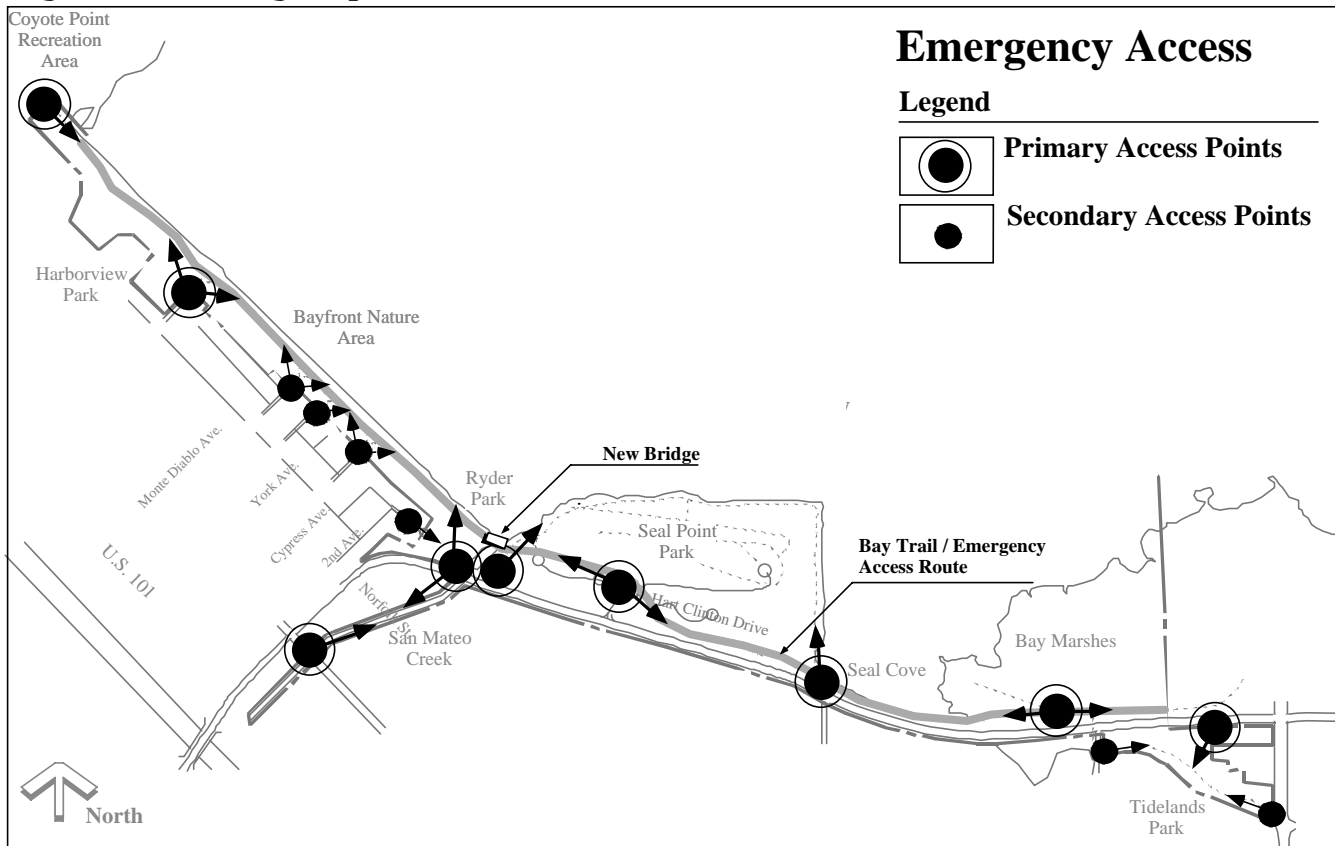
Diablo Avenue, Ryder Park, Norfolk Street, Detroit Drive, and from Mariners Island Boulevard via Tidelands Park and Anchor Road. Pedestrian/bicycle friendly intersection and/or street crossing improvements will be made at Norfolk Street and along J. Hart Clinton Drive at San Mateo Creek, Detroit Drive, and Anchor Road. Improvements would include: signalized warning or stop lights with accessible pedestrian-activated controls and bicycle loop detectors, curb cuts, crosswalks, trail safety signs, street safety signs, and identity plantings and paving treatments. Access to Tidelands Park will also be enhanced across Anchor Road and Mariners Island Boulevard, but without signalization.

Figure 3: Access and Circulation



Emergency Access

Figure 4 illustrates locations for enhanced vehicular access for policing, medical, and fire services. Renovated trails, new trails, and bridges (except from Rand Avenue across San Mateo Creek) will be constructed to accommodate the width, turning radius, and weight of emergency vehicles. So that parking does not occur in front of emergency access points, curbs at all points of access from the local street system will be painted red and signed.

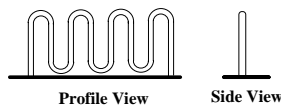
Figure 4: Emergency Access Points

Security Services

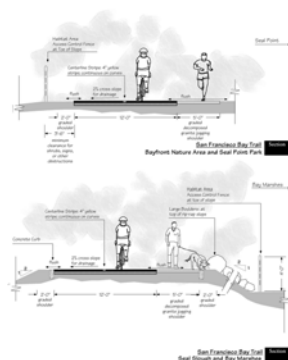
It is recommended that as the Parks are developed, bicycle patrols be used to complement vehicular patrols of the area.

**Vehicular Access
Control Gates**

All entrances to the Shoreline Parks trail system will be closed to vehicular use (except for emergency vehicles) via locked swing gates. Parking areas visible from the street system will not be gated. Because vehicular parking areas in Seal Point Park are not easily visible from J. Hart Clinton Drive, gates will be provided along the entrance road in two locations: one at J. Hart Clinton Drive so that the entire Park can be closed; and one just beyond the entrance circle to close the road leading to the Park Plateau.

Bicycle Parking

Bicycle parking racks will be located at or near all vehicular parking areas and outdoor classroom areas.

Trails

The majority of trails within the Shoreline Parks are shared-use trails that can also be used for emergency and maintenance access. All parking areas, except in Tidelands Park, would be directly connected to the Bay Trail system. New shared-use trails would have a minimum 12-foot-wide paved asphalt concrete tread. Major trails routes include:

- **San Francisco Bay Trail** -- a 12-foot-wide paved asphalt concrete tread with 5-foot-wide running shoulder extending from Coyote Point, over a new bridge crossing of San Mateo Creek, south of the Seal Point Plateau to the Seal Slough bridge,

and then on top of a new levee to the Foster City limit.

- **Seal Point Park / San Francisco Bay Trail Loop** -
- the existing Bay Trail at Seal Point combined with a new section of the Bay Trail on the south of Seal Point Plateau to create an approximately one-mile trail loop around the Plateau.
- **Bayfront Nature Area Foot Trail** -- an 8-foot-wide unpaved foot trail developed along the length of the Bayfront Nature Area to offer loop alternatives for hiking and jogging and for maintenance access to electric transmission line towers.
- **Seal Point Park Plateau Access Trails** -- including:
 - **Foot Trails:** three foot trails traversing the slopes of the landfill leading from the Bay Trail Loop to the Seal Point Plateau. Two would be located on either end of the south side of the Plateau, and one would traverse the southern slopes up an existing graded bench stemming off from the main Park entrance road.
 - **Whole-Access Ramp:** a reinforced trail ramp (ADA accessible) with pullouts on the east slope from the Bay Trail to the Seal Point Plateau.
 - **East Steps:** A direct route from the Seal Point Plateau to the windsurfing access point.
- **Seal Point Park Windsurfing Access Trail** - a natural-surfaced foot trail parallel to the Bay Trail but with sufficient horizontal separation to avoid use conflicts will lead from the west Seal Point Park parking area to the windsurfing access point.
- **Foot Trails:** three foot trails from the Bay Trail Loop to the Seal **San Mateo Creek Trail** -- redeveloped to reduce the amount of pavement and

provide pedestrian amenities including a jogging path (capable of supporting emergency vehicle use).

- **Bay Marshes Point-Access Foot Trail** -- extending along the remnants of a levee to an interpretive station.
- **Tidelands Park Marina Lagoon Trail** -- connecting Mariners Island Boulevard with Anchor Road and Bayside-Joinville Park, redeveloped to permit emergency and maintenance access into the Park. This would include a new bridge over the Park's central drainage channel.

Water Access



There are three access points to the Bay's waters for recreation, education, and emergency access and egress purposes. One of these is in the Bayfront Nature Area opposite the York Avenue entrance; two of these are in Seal Point Park, at the northernmost tip of the Park to serve as the primary point for windsurfing access, and near the Seal Slough bridge.

Bus Service

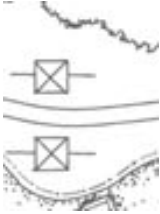
There is currently no regularly-scheduled local public transportation to the San Mateo shoreline. However, accommodations for bus stops can be made along J. Hart Clinton Drive at Ryder Park (traveling west), Seal Point Park (traveling west), Bay Marshes (traveling west) and Tidelands Park (traveling east). These stops would be useful for regularly-scheduled service, special events, or temporary use by school busses.

Americans with Disabilities Act

Except for the conditions noted for individual park areas below, all parking, recreation facilities, public convenience facilities, interpretive

facilities, and trails within the Shoreline Parks area will be developed and signed for universal access to accommodate requirements of the Americans with Disabilities Act (ADA).

PG&E Access



Access for inspection and maintenance of the Pacific Gas and Electric transmission line towers is provided either directly from J. Hart Clinton Drive or in many park areas, via the Park's trail system.

2.2.2 SIGNS

General Sign Philosophy

A goal within the Shoreline Parks environment is to limit signs to only those necessary to:

- provide for the safety of the park visitor;
- protect the surrounding environment; or
- enhance the visitor's experience.

Sign Types

Ten types of sign will be used. These include:

- **Park Entry and Identity Wind Sculptures:** (see Park Amenities - Entrance Gateways below).
- **Entrance Kiosks:** to include signs about: applicable use and management regulations with references to appropriate governing ordinances; accessibility conditions and other ADA-related information; litter control; the presence of private property and/or any other special land use considerations; restrictions on smoking and/or use of matches or lighters during high fire season; and other rules and regulations.
- **Bay Trail Signs:** located on the main connections between parking areas and the Bay Trail.
- **Trail Bollards / Use Control Signs:** with the name of the trail (e.g. San Mateo Creek Trail; Marina Lagoon Trail) and international symbols for the types of trail use that are not appropriate for the trail.
- **Trail Mile Marker and Directional Sign Bollards:** that provide information to the trail user about trail names, distances along the trail, and

distances to San Mateo Creek. Mile markers can be provided independently from information about points of interest. Mile markers are to be placed at regular 1/4-mile intervals based on distances from San Mateo Creek.

- **Regulatory Signs:** that provide information to park visitors about rules and regulations that affect park and trail use such as: the need to stop; reduce speed; dismount and walk bicycles; trail endings; and the hierarchy of yielding among trail users.
- **Trail Safety Signs:** that display warnings of such items as upcoming trail obstacles, street intersections, and blind curves.
- **Roadway Regulatory and Safety Signs:** that serve as caution signs to alert vehicles on the street system about an upcoming trail crossing, or as regulatory signs at intersections where typical crosswalks or signal controls are not sufficient to safely manage traffic/trail conflicts. Roadway regulatory or safety signs generally are placed erect in the standard position on the right of the road, and located 250 feet to 750 feet before a trail crossing.
- **Private Property Signs:** posted at regular intervals in conformance with legal requirements to remind the park user not to trespass.
- **Habitat Protection Signs:** indicating natural resource or sensitive areas and the reasons for closure to public use.

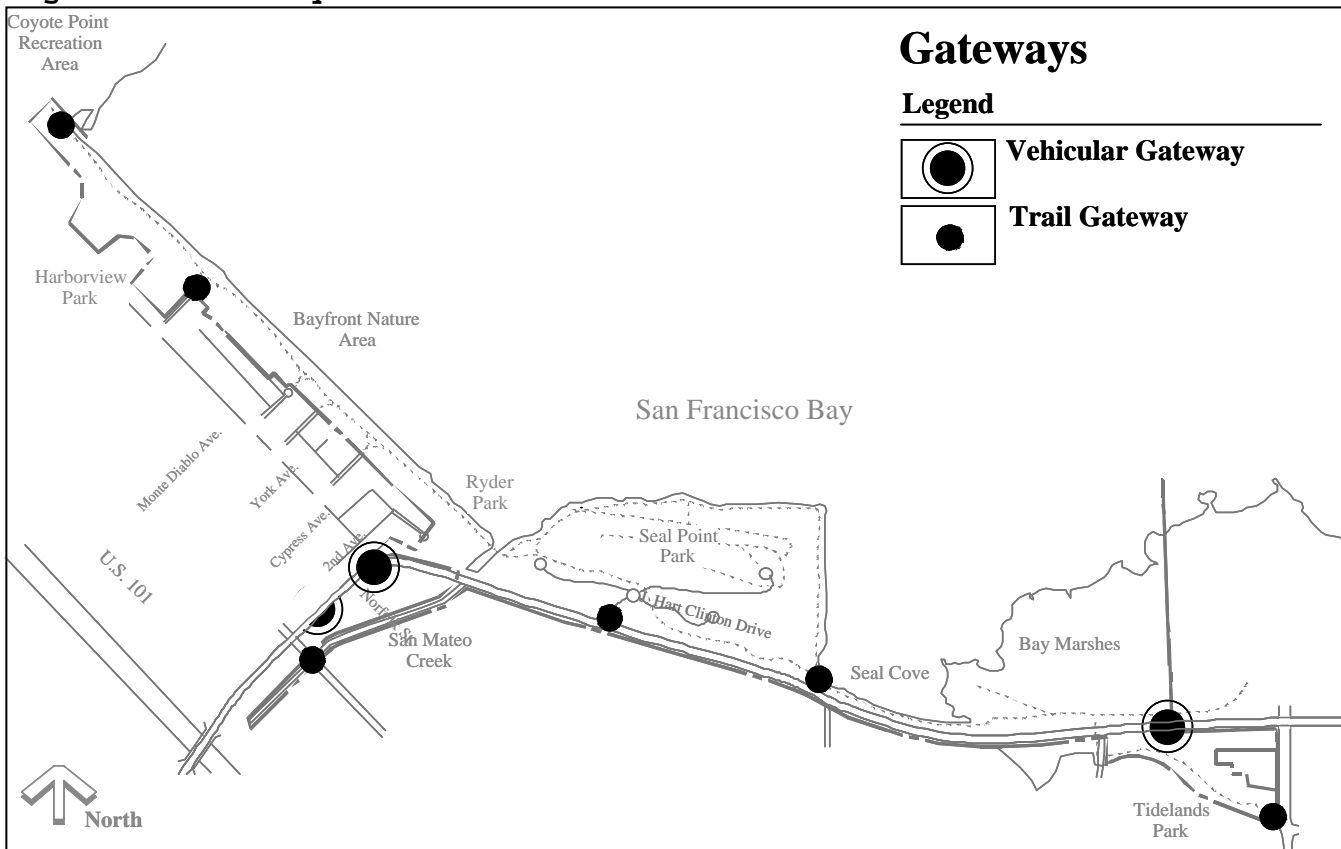
Other signs that could be included near trail entrances include those providing information about neighborhood programs that are working to keep trails clean or to discourage criminal behavior such as ``Neighborhood Watch`` and ``Adopt-A-Trail`` signs.

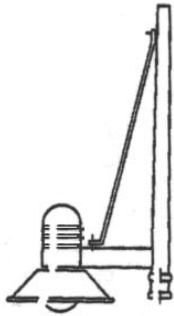
2.2.3 PARK AMENITIES

Entrance Gateways

Vertical sculptures are proposed to serve as the dominant visual element for the gateways to the Shoreline Parks. Either abstract or species specific, they will provide an entrance statement and depict the wildlife theme of the San Mateo Shoreline Parks. Two scales of design will be used. The larger scale will be located along J. Hart Clinton Drive to serve as the gateway to the Shoreline Parks district and as an eastern gateway to the City of San Mateo. Smaller-scaled sculptures will be placed along the Bay Trail and at selected trail entrances to the shoreline.

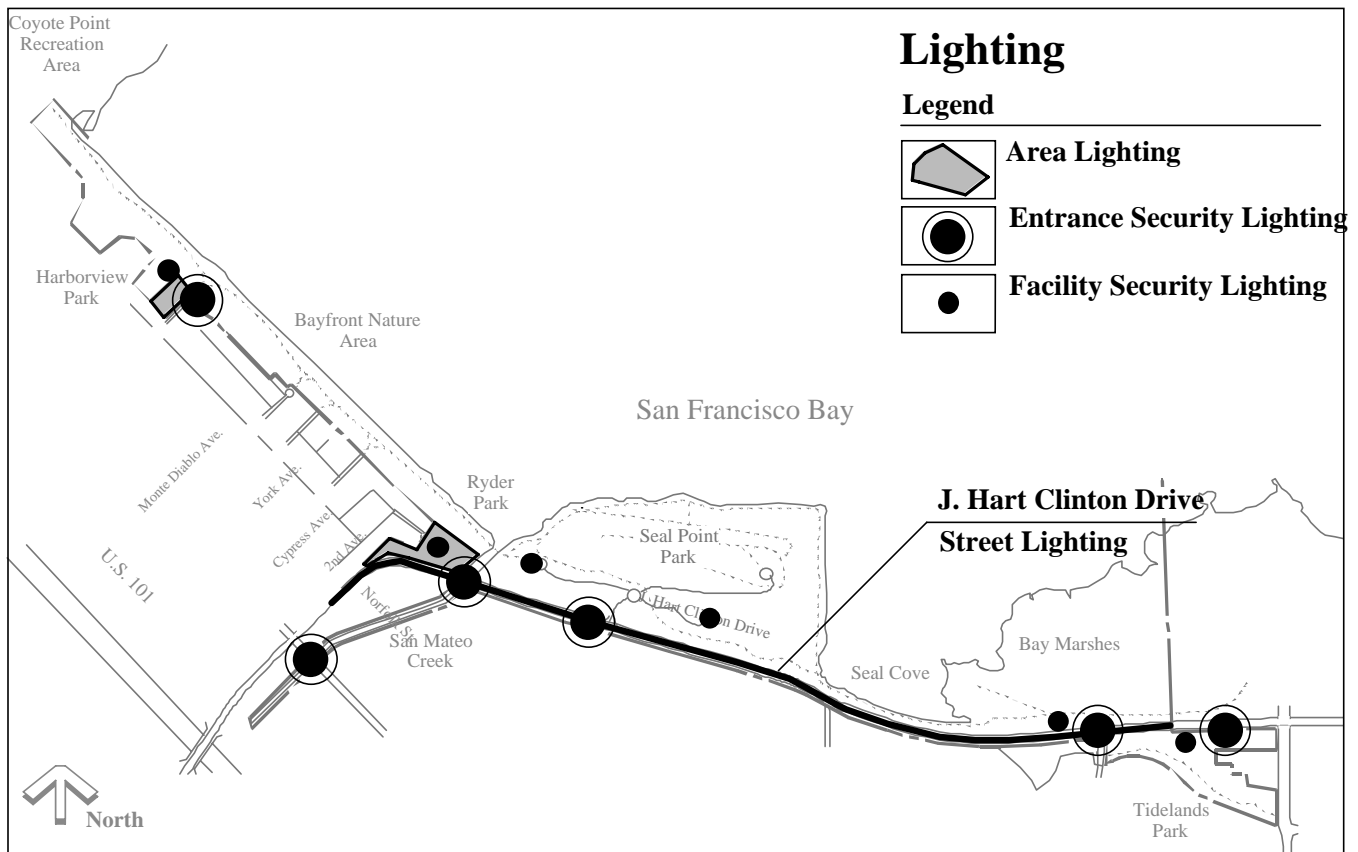
Figure 5: Gateway Locations



**Lighting**

All lighting standards in the Shoreline Parks and along J. Hart Clinton Drive will be unified using a single design motif. Though the Shoreline Parks will be managed for day use and will not be lighted per se, specific use area / safety lighting will be developed for the play area at Harborview Park and throughout Ryder Park. All lighting along J. Hart Clinton Drive will be replaced to reflect the Shoreline theme. Additional lighting for security purposes will be placed at intersections and park vehicular entrances. Security lighting with motion sensors will be placed at all restrooms and storage buildings and other locations as may be deemed necessary. All lighting within the Shoreline Parks will be shrouded and directed to avoid glare into residences and habitat areas.

Figure 6: Lighting

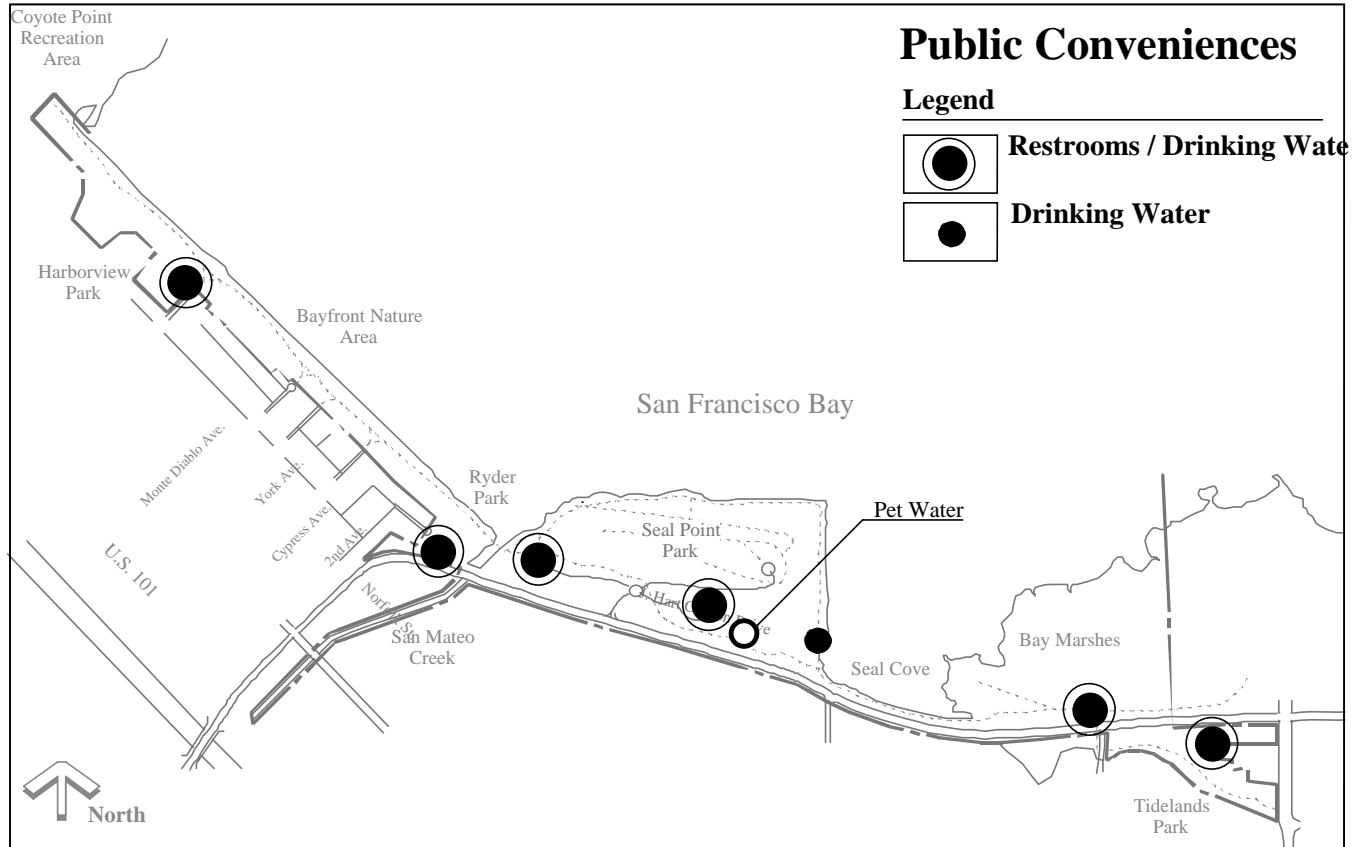


Sanitary Facilities and Drinking Water

Restrooms and potable water will be provided at Harborview Park, Ryder Park, Seal Point Park, the Bay Marshes/Bay Trail staging area, and Tidelands Park. Potable water for park and trail users will be provided at two additional points along the Bay trail associated with the development of outdoor classroom areas.

Water for domestic animals is also provided at the Dog Park in Seal Point Park.

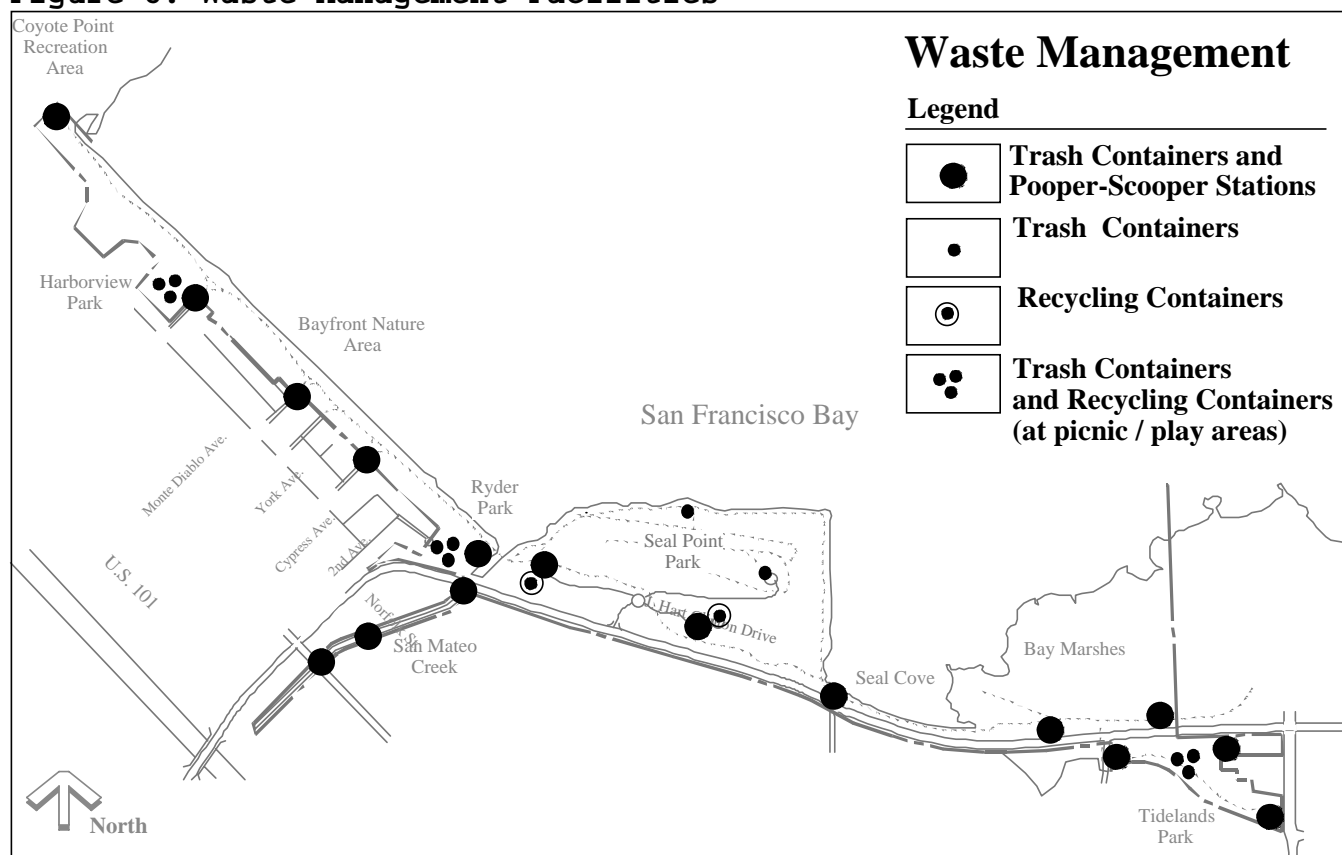
Figure 7: Public Convenience Facilities



Benches Benches for resting will be provided at regular intervals along all trail routes, at places with viewpoints to wetlands and open water, and at the end of uphill trail stretches at Seal Point Park.

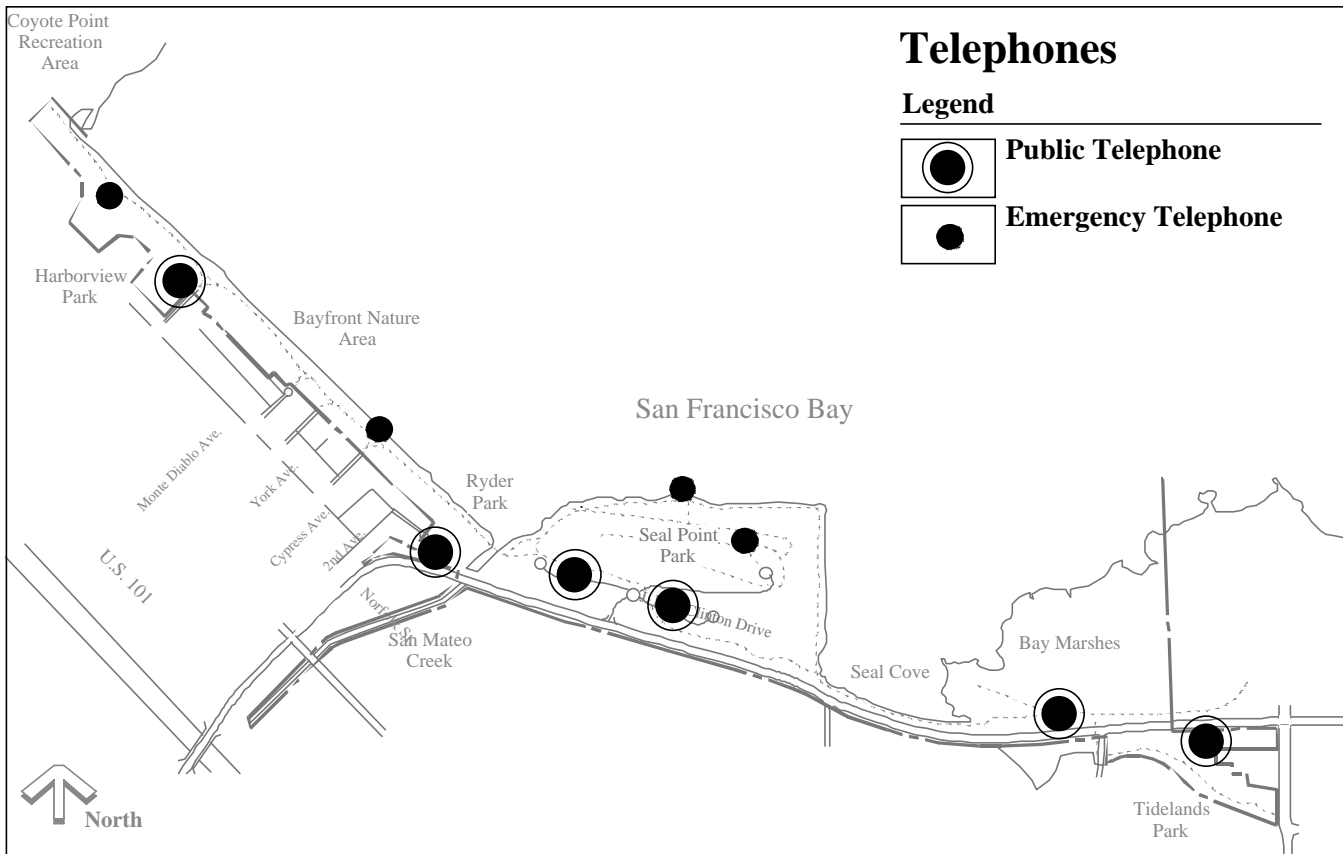
Waste Management Trash and recycling containers will be placed near all parking areas, restrooms, picnic areas, and outdoor classrooms and at other locations as necessary. Pooper-scooper stations will be located at all key entrances to the Shoreline Parks.

Figure 8: Waste Management Facilities



Telephones Public telephones will be provided at or near most parking areas. At two locations along the Bay Trail and on the Seal Point Park Plateau, solar-powered, emergency call boxes will be provided.

Figure 9: Telephones



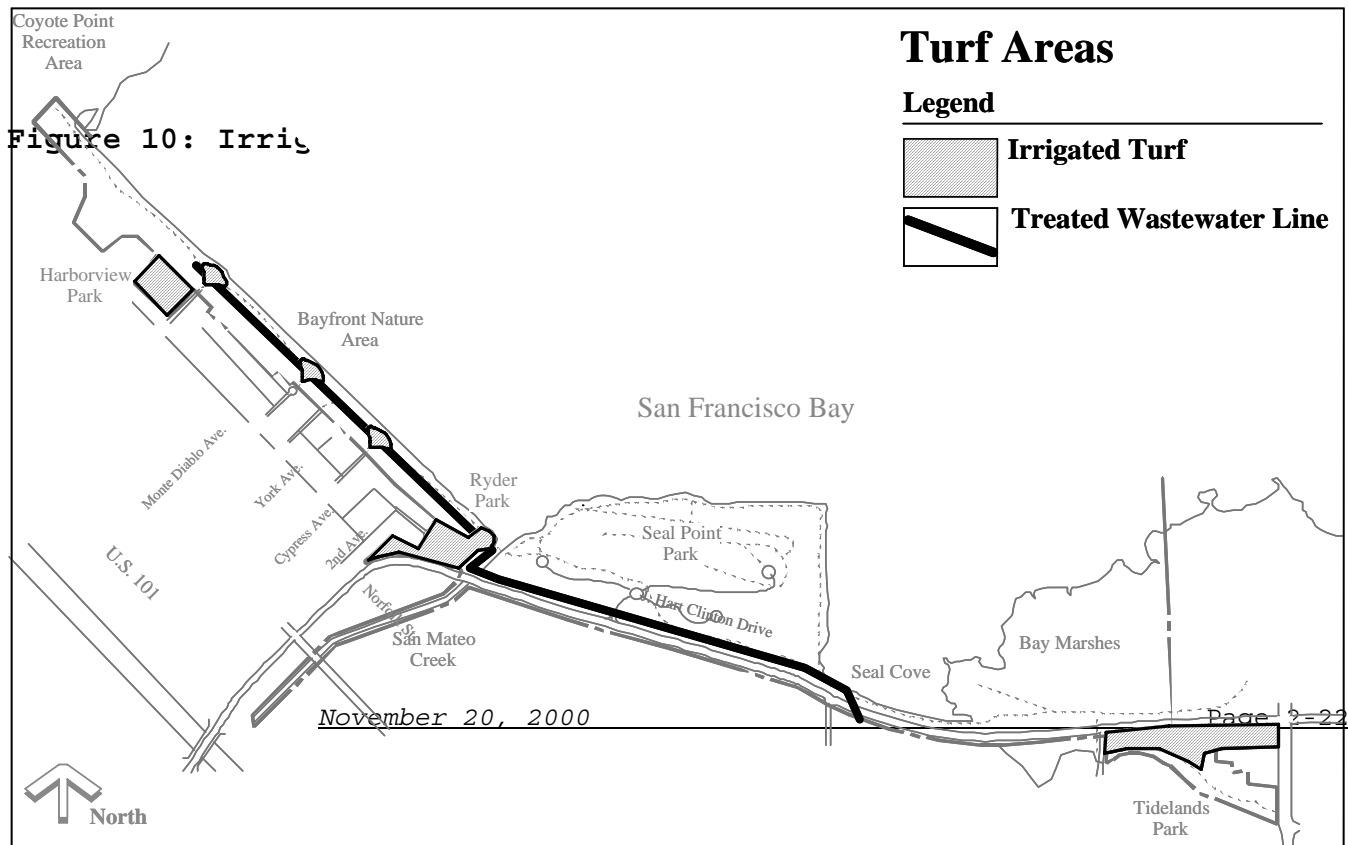
Irrigation All irrigation west of Seal Slough could eventually be serviced by an existing 12'' reclaimed water distribution line that leads from the City's wastewater treatment plant to the San Mateo Golf Course. Use of reclaimed water would be consistent with goals and policies of the City's Shoreline Park Specific Plan. However, it is likely that use of reclaimed water will not occur in the foreseeable future. Though the water distribution line exists, a new reverse-osmosis type filter at the wastewater treatment plant would be required. Such improvements are not currently programmed for the immediate future by the City nor has the cost-effectiveness of these improvements and combined pumping costs been evaluated against the use of existing irrigation water supplies.

Turf Areas: The majority of Harborview and Ryder Parks is devoted to irrigated turf areas. Limited turf areas for sunning and open play within the Bayfront Nature Area will be developed at the principal access points to the area. Additionally, a significant portion of Tidelands Park will be developed to include new turf areas.

Permit conditions related to the landfill closure plan at Seal Point Park do not allow for irrigation. Should the City wish in the future to provide irrigation to meadow areas or install turf, the use of irrigation would be predicated on a number of conditions. These conditions include: a modification of the landfill's ongoing monitoring program; a formal changes in permitted conditions; the use water-efficient turf types; an irrigation system

design with appropriate sensors and controls to monitor any leakage or overwatering; a system design that can accommodate the potential for differential settlement that exists on the landfill; and limiting irrigation to summer months.

Trees and Shrubs: Woody vegetation within the Shoreline Parks will be water-efficient and, while requiring irrigation for a plant establishment period, should not require additional summer watering. An exception would be vegetation planted along J. Hart Clinton Drive.



2.2.4 MANAGEMENT FACILITIES

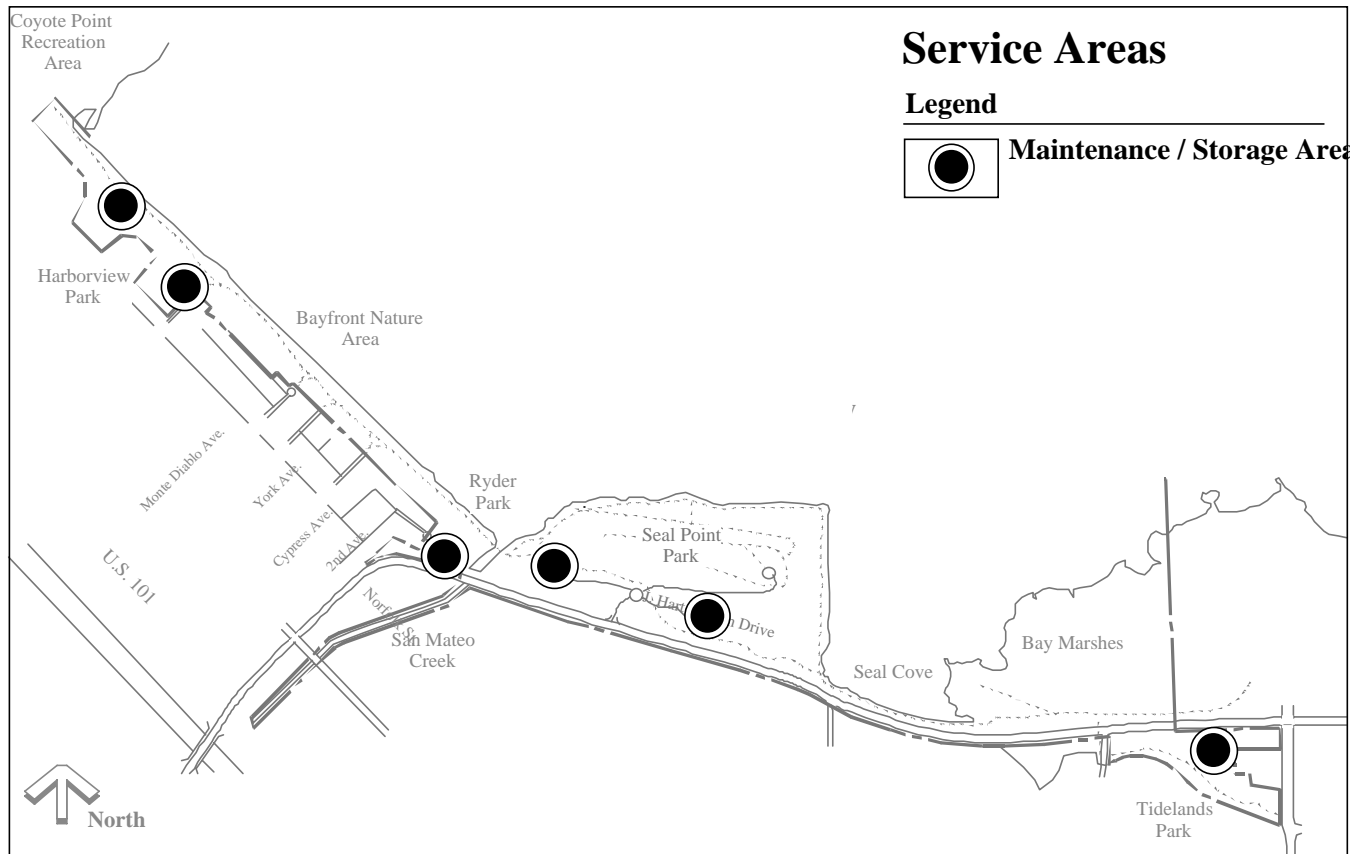
Park Operations and Management

The Shoreline Parks will be operated by the San Mateo Parks and Recreation Department. However, maintenance responsibilities will be divided between: the Parks and Recreation Department, that generally maintains recreation, landscape, and irrigation facilities features; and the City's Public Works Department, that generally maintains utility infrastructure and hardscape features.

Maintenance/ Storage Areas

Park maintenance services will be provided from centralized City facilities. Limited storage space will be provided within the Shoreline Parks. Generally these consist of relatively small storage rooms, approximately 400 square feet each, associated with restroom facilities in six locations.

Figure 11: Service Areas



Anti Graffiti Coating All walls and other flat surfaces will be coated with an anti-graffiti coating to minimize maintenance. All utilities connections for the Shoreline Parks will be underground.

Fire Hydrants The only need to add fire hydrants within the study area is at Tidelands Park near the parking area. Also, 2-1/2" diameter 'dry standpipes' will be developed in the Bayfront Nature Area off of York, Cypress, and Second Avenues.

2.3 ART IN THE PARKS

Premise Goals for the Shoreline Parks include timelessness and image. The presence of original art within the Shoreline Parks program will enhance both of these goals. The Shoreline Parks program itself is replete with evocative design and site planning elements where collaboration with the arts community in executing these designs will enrich the overall character of San Mateo and the experience of the Park visitor. Additionally, the overall program includes opportunities for independent works of art where individual expression may more fully reign. It is projected that roughly 1-1/2% of the overall Shoreline Parks development budget will be devoted to such works.

Context Original art will be integrated with the environmental education program of the Shoreline Parks program (see Section 2.5). Independent artworks will include:

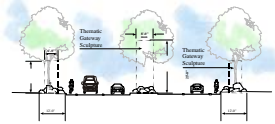
- two-dimensional wall murals within Ryder and Tidelands Park; and

- three-dimensional sculptures located at each of twenty-three interpretive stations.

Themes for all artwork will be derived from the natural resources and dynamics of the San Mateo shoreline. When experienced in sequence, these murals and interpretive points will not only serve as educational attractions along the shoreline but will cumulatively transform the shoreline into an extended outdoor art gallery.

2.4 SPECIFIC AREAS AND FACILITIES

J. Hart Clinton Drive / Entrance Gateways



J. Hart Clinton Drive serves as the gateway to the Shoreline Parks and an eastern gateway to the City of San Mateo. Street amenities, including lighting and planting, will be redesigned. These will combine with sculpture gateway designs to create strong features that announce and exhibit the character of San Mateo and at the same time establish a Shoreline Parks district image. Bicycle and pedestrian-friendly crossing designs will be provided at San Mateo Creek, the entrance to Seal Point Park, and Anchor Road.

J. HART CLINTON DRIVE PROGRAM

Access Facilities

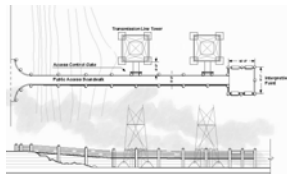
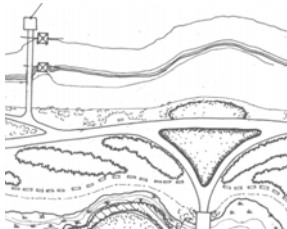
- City "Gateway Statement" at Tidelands Park made up of a thematic shoreline sculpture and planting / streetscape design improvements
- Restricted on-street parking through entire area
- Transit service / bus stops at Ryder Park, Seal Point Park, Bay Marshes, and Tidelands Park
- Pedestrian and bicycle crossing improvements including:
 - Curb cuts
 - ADA-compliant pedestrian signal activators
 - Bicycle loop detectors / signal activators

Trails

- Thematic crosswalks and trail crossings

- (pavement materials, textures, and colors)
- Designated bicycle lanes
- Thematic street and area lights
- Safety Facilities**
- Interpretive Facilities**
- Thematic sign program consistent with that of Shoreline Parks
- Gateway statement at San Mateo/Foster City boundary (see Bay Marshes and Tidelands Park following)
- Landscape Enhancement**
- Renovated street landscaping with thematic shoreline plantings
- Screening plants adjacent to wetland enhancement areas in Seal Point Park

Bayfront Nature Area



The Bayfront Nature Area will be entirely renovated with a goal of providing ground-level interest and sequence to the visitor's experience that does not now exist in the linear space. This would be accomplished by widening the existing levee and through realignment and expansion of three existing parallel features: the Bay Trail; the nature trail; and the drainage system and associated wetland landscape. A series of turf areas and plant massings would be created to complement the adjacent wetlands and add to the spatial sequence. Bridges over the enhanced drainage will lead to the Nature Area from the Shoreview neighborhood, will strengthen the sense of arrival, and will reinforce the area as a place apart from the urban environment. Two reconstructed PG&E maintenance boardwalks will take visitors over the Bay's tidal mudflats for fishing and nature observation.

A significant aspect of the Bayfront Nature Area will be the enhancement of the existing drainage channel to improve its aesthetics and habitat value while enhancing the water quality of the channel before it enters the Bay via the Poplar Avenue Pump Station. The existing inlet from San Mateo Creek will be redesigned as an interpretive sculpture that will represent a shellmound with the Bay's water bubbling from it during high tides. This "shellmound gurgle" will feed a realigned and expanded channel with a series of excavated pools and water quality basins located along it.

Bayfront Nature Area Program

Access Facilities

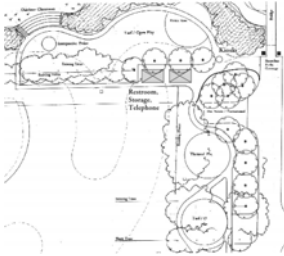
- Renovated boardwalk with vista / interpretive point at two PG&E tower locations

- Multi-use concrete steps to Bay for fishing, classroom/education access, and windsurfing emergency access/egress
- Access restrictions on remaining PG&E maintenance boardwalks
- Paved asphalt concrete trails and bridge crossings for pedestrian, maintenance, and emergency service access at Monte Diablo Avenue, York Ave., Cypress Ave., and 2nd Ave.
- Solid fencing adjacent to private residences except along private drive north of York Ave. where fence should be open
- Low fencing to control public access / pet access to habitat enhancement areas

BAYFRONT NATURE AREA PROGRAM (CONTINUED)

- | | |
|------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Trails | <ul style="list-style-type: none">• Realigned and widened Bay Trail to provide for additional uses including PG&E maintenance access, park maintenance and emergency services• Natural-surfaced foot trail along edge of wetland enhancement area |
| Other Recreation Facilities | <ul style="list-style-type: none">• Family picnic areas• Small turf areas for open play, sunning• Benches• Par course• Fish cleaning station |
| Interpretive Facilities | <ul style="list-style-type: none">• Trail "gateway" from Coyote Point Recreation Area• Redesigned pump station to include interpretation facilities• Overlook / outdoor classroom off of Bay Trail across from York Avenue entrance• Mile markers along Bay Trail• Interpretive stations |
| Safety Facilities | <ul style="list-style-type: none">• Dry standpipes for fire control• Emergency call box (1 location) |
| Landscape Enhancement | <ul style="list-style-type: none">• Limited areas of irrigated turf along edge of the Bay for open play and family picnicking• Willow massing parallel to private residences• Revegetation with native grasses, wildflowers and riparian shrubs |
| Resource Management | <ul style="list-style-type: none">• Wetland enhancement of drainage for habitat and water quality with:<ul style="list-style-type: none">• Expanded ponding areas• Increased flows from San Mateo Creek via the "shellmound gurgle" sculpture water feature• Storm water treatment ponds• Potential use of treated wastewater for irrigation of turf areas• Removal / control of exotic <i>Spartina</i> |

Harborview Park

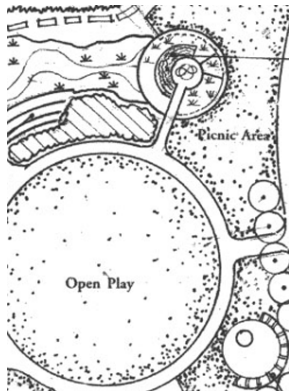
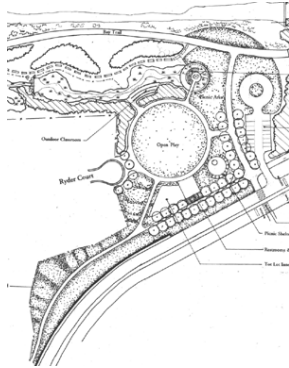


The existing 2.4-acre neighborhood park will be redeveloped. Features will include: minimal parking for day use off of Monte Diablo Blvd.; a new play area; retention of the existing softball field; new restrooms; and a small park maintenance storage room. The relationship between the Park and the Bayfront Nature Area will be strengthened with a small picnic area and outdoor classroom / stepped turf area fronting the enhanced wetland landscape. During detail the feasibility of limiting parking on the west side of the street adjacent to the Park to daylight hours only, signing the section of the street as access only for local neighbors, and signing the section of the street for short-term parking only will be evaluated.

HARBORVIEW PARK PROGRAM

Access	• Solid fencing adjacent to private residences
Facilities	• New off-street parking for 10 to 15 cars
	• Bicycle parking
	• Emergency vehicle turnaround
Trails	• Enhanced connections to Bay Trail and other areas of Park
	• Trails between playground, restrooms, and picnic area
Other Recreation Facilities	• Sports field
	• Bleachers
	• Playground for tots to elementary school age
	• Family picnic area
	• Restrooms
	• Storage building
Interpretive Facilities	• Outdoor classroom / interpretive point adjacent to Bayfront Nature Area
	• Interpretive signs
Safety Facilities	• Public telephone
	• Area lighting
Landscape Enhancement	• Irrigated turf
	• Native and non-invasive exotic shade trees
Resource Management	• Control of Star Thistle and other noxious weeds

Ryder Park



The existing 2.1-acre neighborhood park located just north of San Mateo Creek levees and directly adjacent to the Bayfront Nature Area and an approximately 0.7-acre parcel of City property adjacent to the East Third Avenue sidewalk will be completely redeveloped as one park area.

Development of the Park emphasizes a neighborhood facility with small family picnic areas, tot-lot, and an open turf play area. Other features would include a 16-car parking area, restrooms, wetland enhancement areas with an outdoor classroom, and enhanced trail connections to San Mateo Creek and the Bay Trail.

RYDER PARK PROGRAM

Access Facilities

- Parking for 16 cars
- Bicycle parking
- Emergency vehicle turnaround
- Solid fencing adjacent to private residences

Trails

- Connections between Bay Trail and park use areas
- Enhanced trail setting behind sound wall along J. Hart Clinton Drive

Recreation Facilities

- Open turf play area
- Family picnic areas
- Benches

Interpretive Facilities

- Restroom / storage building
- Interpretive signs / flow gauge
- Outdoor classroom

Safety Facilities

- Public telephone
- Area lighting

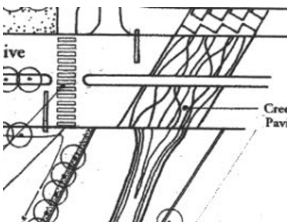
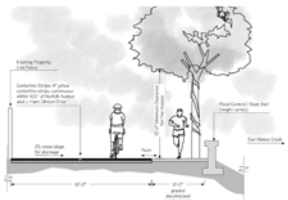
Landscape Enhancement

- Native and non-invasive exotic trees and shrubs
- Native wildflower meadows and beach grasses

Resource Management

- Potential use of treated wastewater for irrigation

San Mateo Creek



The existing fire access easement / bikeway between Norfolk Street and J. Hart Clinton Drive will be redeveloped to provide pedestrian amenities including a jogging path (capable of supporting emergency vehicle use), native shade trees, and interpretive stations. Elsewhere, native trees will be planted on the tops of the levees spaced to permit construction of planned flood walls (portions of which now under construction), maintenance/emergency access, and to allow the potential of extending the bikeway from Norfolk Street to and over the Highway 101

Interchange. Enhanced access amenities include: a new pedestrian bridge off of Rand Street; widened sidewalks, a designated bike lane (traveling south) and street trees between East Third Avenue bicycle trail and the Norfolk Street Bridge; a redesigned Norfolk Street Bridge with a minor Gateway entrance sculpture, railing design, and widened bridge sidewalks; and a pedestrian-activated trail crossing warning light systems at Norfolk Street and J. Hart Clinton Drive.

San Mateo Creek Program

Access Facilities

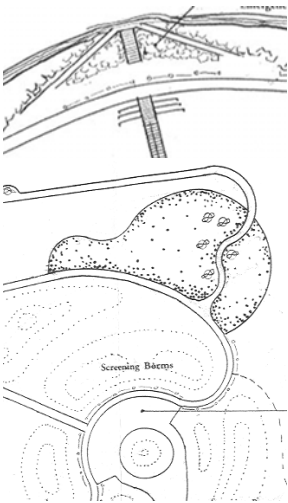
- Retained access for emergency vehicles on existing trail
- Enhanced access for emergency vehicles south of Norfolk Street
- Elimination of public parking on northeast side of J. Hart Clinton Drive Bridge
- New Bay Trail bridge crossing for recreation, maintenance, and emergency service access linking Bayfront Nature Area and Seal Point Park
- New 6' wide pedestrian bridge crossing at Rand

Trails

- Enhanced pedestrian and bicycle access between East Third Avenue bicycle path and San Mateo Creek
- Redesigned bike path between Norfolk Street and J. Hart Clinton Drive
- Provision for future paved asphalt

- concrete bicycle path on west side of creek to Highway 101 interchange
- Other Recreation Facilities**
 - Flood wall to accommodate continuous seating
 - Lookout points
 - Benches
- Interpretive Facilities**
 - Interpretive Stations (subject to flood wall design)
- Safety Facilities**
 - Public telephone
 - Pedestrian and bicyclist-activated warning signal at Norfolk Street
 - Pedestrian and bicyclist-activated signalized trail crossing of J. Hart Clinton Drive
- Landscape Enhancement Resource Management**
 - Native tree plantings (subject to flood wall design)
 - Removal / control of exotic *Spartina*

Seal Point Park

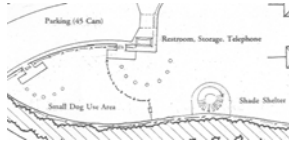


Seal Point Park is located between the mouth of San Mateo Creek on the west and mouth of Seal Slough on the east. Seal Point Park is approximately 60.1 acres in size.

Most of Seal Point Park has historically served as the City's landfill site. The capping of the landfill area is currently being managed by the City of San Mateo Public Works Department with construction scheduled to be completed by October, 2001. The permit requirements and capping design present three significant constraints to the style in which the Park may be developed. First, the permit for the landfill specifically prohibits the use of any irrigation, either for turf or to establish any other plants on landfill areas. Second, the capping design involves use of a limited, 18-inch depth of soil to be placed over an impermeable geo-synthetic blanket. Lastly, the landfill may be subject over time to varying degrees of settlement. Because of this potential, it is not prudent to develop what may be considered permanent facilities, particularly on the Plateau Area where settlement may be most pronounced.

The design program for Seal Point Park therefore emphasizes parking, Bay Trail access, windsurfing access to the waters of the San Francisco Bay, and other intensive recreation uses at the base of the landfill area, near J. Hart Clinton Drive. Planned uses are sited to avoid impacts to a proposed wetland mitigation area that is associated with the capping of the landfill. The Plateau area will be reserved for short-term parking, overlook and interpretive points, informal picnicking and recreation

activities, and the creation of burrowing owl habitat.



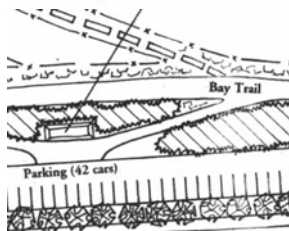
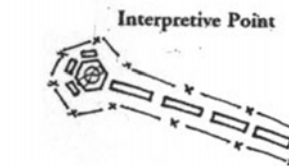
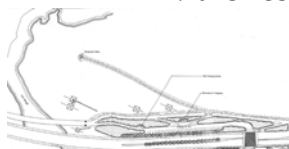
An approximate 3-acre Dog Park will be developed east of the Park entrance. The use area would be separated from wetland habitat areas by a minimum 100-foot-wide buffer zone that would include two bands of willow hedgerow plantings and the Bay Trail.

Seal Point Park Program

- | | |
|----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Access
Facilities | <ul style="list-style-type: none">• Paved, gated entrance off of J. Hart Clinton Drive with turnaround• Turn-around and parking for 96 cars (10 spaces required by existing BCDC permit) west of entrance for Bay Trail and windsurfing access• Parking for 44 cars for Bay Trail and Dog Park access• Bicycle parking• Gated gravel access road to Park Plateau• Gravel, short-term parking at Park Plateau for 10 cars• Windsurfing access point• Low fencing to control public access / pet access into habitat areas• Park Plateau perimeter fencing and mid-slope fencing to discourage informal trails up and down landfill slopes |
| Trails | <ul style="list-style-type: none">• Bay Trail connection from San Mateo Creek Bridge to Seal Slough forming a Seal Point Loop Trail• Whole access trail connecting Bay Trail to Park Plateau• Windsurfing access trail from parking area to Bay access point• Trail connections between Bay Trail and Park Plateau to include:<ul style="list-style-type: none">• Steps to windsurfing access point on east slope• Ramp (ADA-accessible) with pullouts on east slope• Trail to Park Plateau• Foot trails (no bicycles) |
| Other Recreation
Facilities | <ul style="list-style-type: none">• Restrooms/ Storage building (portable units at two locations)• Outside showers, rinsing facilities, and a layout area for windsurfers adjacent to the western restroom facilities• Park Plateau improvements to include:<ul style="list-style-type: none">• 4.0-acre multi-use meadow area, earth sculpture,• Burrowing owl habitat• Family picnic areas• 3.0 acre Dog Park with:<ul style="list-style-type: none">• kiosk/bulletin board• drinking fountains (people and dogs)• dog cleaning and spraying area• perimeter fencing and self-closing gates to contain dogs• separate small dog use area• open decomposed granite surface area• seat area / shade shelter |

Interpretive Facilities	<ul style="list-style-type: none">• Vista points / interpretive stations• Outdoor classroom
Safety Facilities	<ul style="list-style-type: none">• Public telephone (2 locations)• Emergency call box at windsurfing Bay access point
Landscape Enhancement	<ul style="list-style-type: none">• Vegetated buffers from dedicated wetland mitigation areas associated with the City's Landfill Closure Plan• Native grasses and herbaceous plant species (BCDC Permit requirement)• Earth berming to screen Plateau parking area
Resource Management	<ul style="list-style-type: none">• Control of star thistle and other noxious weeds• Ongoing monitoring of landfill / recreation use• Retention swales for nitrate fertilizer containment• Monitoring use near the landfill wetland mitigation area

Seal Cove / Bay Marshes



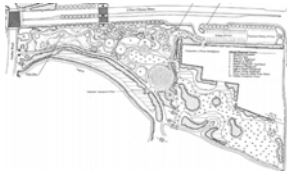
Seal Cove and the Bay Marshes total approximately 54.0 acres and are bounded by J. Hart Clinton Drive on the south, Seal Point Park (the western side of the mouth of Seal Slough) on the west, the San Francisco Bay on the north, and the City of San Mateo / Foster City boundary on the east. The existing levee system and Bay Trail, from Seal Point Park to the Foster City limit, will be reconstructed and widened back (south) from the existing facilities. This will require reconfiguring the existing 42-space parking area. Enhanced trail ramps from the parking area and from Anchor Road to the Bay Trail will be developed.

Seal Cove / Bay Marshes Program

Access Facilities	<ul style="list-style-type: none">• Relocated / renovated parking area (42 cars)• Bicycle parking• Low fencing to control public access / pet access on Bay side of Bay trail• Enhancement of existing drainage near Foster City boundary as a "moat" to discourage public access• Access control gates to PG&E maintenance boardwalks
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- Trails**
 - Transit / bus pullout and stop on J. Hart Clinton Drive
 - Redesigned Bay Trail
 - Access trails between parking area, Anchor Road intersection, and Bay Trail
 - Point-access, natural-surfaced foot trail with boardwalk sections as necessary to interpretive point
- Other Recreation Facilities**
 - Restroom
 - Fish cleaning station
 - Improvements to Seal Slough/Bay Trail bridge to include:
 - Retrofitted bridge railing conducive to fishing and viewing from the bridge (existing BCDC Permit requirement)
 - Fishing pole holders (existing BCDC Permit requirement)
 - Seating areas (existing BCDC Permit requirement)
- Interpretive Facilities**
 - Vista point / interpretive overlook
- Safety Facilities**
 - Public telephone
- Resource Management**
 - Reconstructed levee with rip-rap armor
 - Removal / control of exotic *Spartina*

Tidelands Park



Tidelands Park is approximately 11.0 acres in size. It is located away from the shoreline across J. Hart Clinton Drive. It consists of low-lying land bounded by J. Hart Clinton Drive, Mariners Island Boulevard, Marina Lagoon, and Anchor Road. An approximately 2.5-acre private property inholding fronting Mariners Island Boulevard exists.

Development of the Park would focus on an outdoor interpretive center and a significant educational playground with a shoreline theme. Additional features include a 50-car parking area located off of J. Hart Clinton Drive (with room for expansion), restrooms, group picnic and family picnic areas, trails, interpretive stations, and mitigation and enhancement wetlands. A public access connection would be provided for the adjacent private commercial property.

Integral to the character of the Park would be presence of an existing seasonal wetland. Surrounding these wetlands the landscape would be sculpted to reflect shoreline waves and be peppered with play sculptures of whales (spouting water), sea lions, and harbor seals as they appear to swim through a wave-like undulating ground surface. Specific playground use areas would include:

- Interpretive footprints within the Park's path system
- A series of themed play areas such as:
 - Sea Grass Maze (or possibly a meadow-marsh maze)
 - Shorebird Nest Playground for tots
 - Mollusk Go-Rounds
 - Bayside Playground / Sand Beach
 - Pickleweed Playground
 - Shrimp Fishing Playground

- Light and Shadow Interactive Garden
- Native American Themed Picnic Shelter - including a landmark sculptural group picnic shelter arranged around a fire pit (BBQ).

The outdoor interpretive center would be developed as one unit of the overall play area so that the recreation and education experiences are blended. Facilities would include: sheltered classroom space with theater bench seating; storage facilities; and display boards.

Tidelands Park

Access Facilities	<ul style="list-style-type: none"> • Entrance / pull-out lane from eastbound J. Hart Clinton Drive • Parking (50 cars) with expansion area (20 cars) • Bicycle parking • Low fencing and willow rows to control public access / pet access to habitat areas • Bus stop / bus parking on J. Hart Clinton Drive
Trails	<ul style="list-style-type: none"> • Redeveloped trail and trail bridge between Anchor Road and Mariners Island Boulevard • Trail connection from adjacent private property
Other Recreation Facilities	<ul style="list-style-type: none"> • Interpretive "footprint" trails through Park and to enhanced wetland area • Shoreline theme interpretive playground • Group Picnic Area (1) • Family Picnic Areas (3) • Open play areas • Benches • Restrooms and Storage
Interpretive Facilities	<ul style="list-style-type: none"> • Outdoor Interpretive Center • Interpretive Overlooks / Stations
Safety Facilities	<ul style="list-style-type: none"> • Public telephone • Emergency access from J. Hart Clinton Drive and to Mariners Island Boulevard • Redeveloped trail and trail bridge between Anchor Road and Mariners Island Boulevard to accommodate maintenance and emergency access vehicles
Landscape Enhancement	<ul style="list-style-type: none"> • Shade trees • Wetland enhancement of existing freshwater marsh and seasonal wetlands • Revegetation with native species

**Alternatives to
Filling
Wetlands at
Tidelands Park**

The program for Tidelands Park involves filling approximately one acre of low-quality seasonal wetlands. This wetland impact was necessary to accommodate a shoreline-themed environmental playground, outdoor interpretive center, and related facilities in the Park. There is no other area large enough within the Shoreline Parks system for this type of facility. Furthermore, it is not appropriate to locate a shoreline-themed facility elsewhere in the City. Because the existing jurisdictional wetlands are scattered throughout the Park, it was not feasible to construct facilities without any impacts to wetlands. The plans developed: (1) minimize the acreage of impacts on wetlands; and (2) avoid impacts on wetlands with the highest existing habitat values. Unavoidable wetland impacts were concentrated in wetlands that have lower habitat values and are dominated by non-native plants. These are located in the northern and western part of the Park. The proposed plan preserves the largest wetland area in the Park, which is dominated by native plants, supports extended seasonal ponding, and has considerable habitat value for water birds. This wetland is located in the southeastern portion of the Park. The plan would also preserve a drainage ditch and seasonal wetland in the center of the Park, and would connect them (via wetland creation) to the large southeastern wetland. The created wetland would be excavated to a bottom elevation similar to that of the existing wetland and would include an island for nesting and roosting water birds. Lastly, a seasonal wetland would be created along the edge of Marina

Lagoon. The net effect of the plan would be to consolidate the wetlands in the southeastern and central portion of the site and along the shoreline of Marina Lagoon. These wetlands would be protected from public access by a combination of low fencing, vegetative screening, and upland buffers. Two overlook points would be provided for public viewing of the wetlands.

2. 5 INTERPRETIVE AND EDUCATIONAL PROGRAM

Purpose The purpose of the interpretive program of the Shoreline Parks is to promote public awareness of the value of and importance of stewarding the Shoreline's natural and cultural resources. A variety of features is provided to help the general public, students, and teachers interpret the natural history, pre-historic uses by Native Americans, and more recent cultural uses of the San Mateo shoreline landscape. The entire Shoreline Parks area should be nominated as a "Wildlife Viewing Area" component of the California Watchable Wildlife program.

Interpretive Themes Interpretive theme options and the general messages that the Park visitor would take home include:

- **Watchable Wildlife** -- Which resident and migratory birds frequent the Bay's margins and the project?
- **Salinity and Habitats** -- What is the linkage between the range of permanent and seasonal salt water, brackish, and freshwater marshes within the project area with salinity of the water that supports them and the animals that are dependent on those conditions?
- **Historic Maritime Industries** -- Why did the Morgan Oyster Company locate at Coyote Point and in the 19th century produce virtually all the oysters consumed on the west coast?
- **Water Quality / Pollution Prevention** -- What is the linkage between water quality, the shoreline ecology, urban runoff practices in the adjacent neighborhood areas, and land uses in the upper

watershed of San Mateo Creek? How do water quality enhancement projects, through the construction of managed wetlands, help clean urban runoff before it enters the Bay?

- **Historic Shrimp Fishing** -- The San Francisco Bay once produced about 25% of all the shrimp sold on the west coast market; Chinese fishermen took their redwood junks up San Mateo Creek to wash out their nets in fresh water. Why was the Bay so conducive to shrimp harvest? What caused the industry to disappear?
- **Historic Landings** -- Where was the historic boat landing for San Mateo?
- **Leslie Salt** -- What role did the Leslie Salt Company play in the area's economics and growth by owning most of the San Mateo Shoreline after the shrimp and oyster industries waned and before the Shoreview / Parkside neighborhoods were constructed?
- **World Geography / Airline Origins** -- Airplanes landing at San Francisco International Airport have recognizable logos. Where is their place of origin and how does this signify the importance of the Bay Area to the world economy?
- **Hydrology** -- What is the role of tidal hydraulics in the marsh environment and to the shifting limit of the historical shoreline?
- **Wind** -- Why is the San Mateo shoreline one of the windiest places on the San Francisco Bay and how does the wind provide recreation and artistic opportunities? (see also Wind Sculptures / Interpretive Stations below).

- **The Modified Shoreline** -- How has the shoreline changed in San Mateo from what existed one hundred years ago? How do humans continue to uniquely shape the landscape?
- **Electric Energy** -- Where do the Pacific Gas and Electric power lines so visually evident at the shoreline begin and end? What is their role in providing electrical power to the City of San Francisco and much of the San Francisco peninsula?

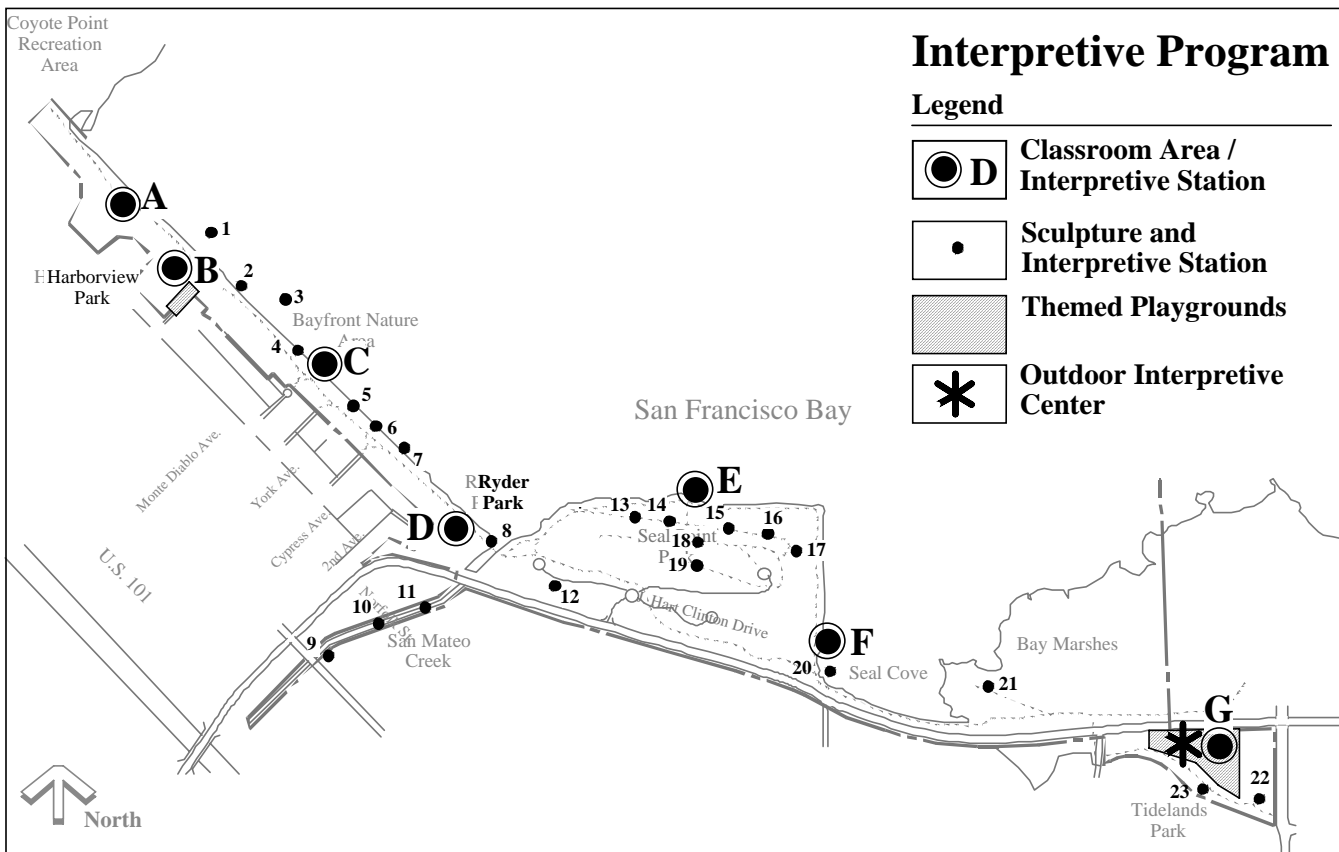
**Interpretive
Facilities**

Interpretive features include outdoor classrooms, interpretive stations and themed playgrounds. Detailed thematic development of interpretive facilities will be coordinated with the outdoor educational programs of the Coyote Point Museum.

**Outdoor
Classrooms**

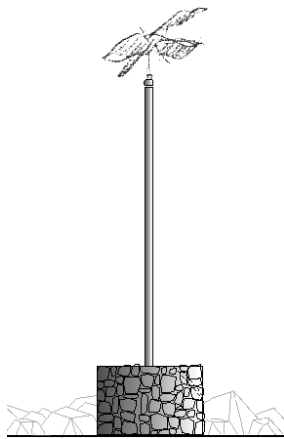
Seven areas will be developed as outdoor classrooms with specific interpretive opportunities along the trails where the natural and cultural attributes of the shoreline could be highlighted. Outdoor classrooms would generally be sheltered from the wind and can accommodate a 32 person class for field lectures and observations. Where appropriate, these areas will be designed as observation blinds to minimize disturbance of birds feeding in adjacent mudflats. Each

Figure 12: Interpretive Program (see also Table 2.5-1)



would be designed with a small all-weather storage container and drinking fountain. When school groups were not there, the stations would provide respite points for visitors' enjoyment.

Interpretive Stations



A series of 23 interpretive stations with display panels will be located along the shoreline trail system. Each station will be identified by a three-dimensional sculpture (see Section 2.3) whose theme is derived from the natural resources and dynamics of the San Mateo shoreline.

Table 2.5-1 summarizes the general themes for the interpretive stations.

Where needed to protect adjacent habitat areas, interpretive stations will be designed to discourage human-induced roosting sites for predatory birds.

Themed Playgrounds

Play facilities at Tidelands Park will vary from those contained in a traditional playground. A series of interpretive play areas will be organized along "footprint" walks that run through the Park and feature different tracks for the young and old to follow. These walks are: frog walk; quadrupedal walk; fish fossil walk; and oyster shell walk. The park/play facilities located along the walks will demonstrate shoreline life (mammals, fish, amphibians, birds, oysters) and when combined with the outdoor interpretive center (see below) will turn virtually all of the park environment into an interpretive play space.

**Outdoor
Interpretive Center**

An outdoor interpretive center will serve as the focus for the play area at Tidelands Park. Sited adjacent to a seasonal wetland it will include a small amphitheater space for classes, general displays that can be easily changed to reflect cyclic conditions, portable laboratory facilities, and storage space.

TABLE 2.5-1: INTERPRETIVE PROGRAM (see also Figure 11)**Outdoor Classrooms**

A	Bayfront Nature Area -Poplar Avenue Pump Station	Salinity and Habitats
B	Harborview Park	Hydrology / Water Quality / Pollution Prevention
C	Bayfront Nature Area -Shoreline	Historic Maritime Industries /
D	Ryder Park	The Modified Shoreline Hydrology / Water Quality / Pollution Prevention
E	Seal Point Park	Watchable Wind / Windsurfing
F	Seal Point Park	Watchable Wildlife
G	Tidelands Park	The Modified Shoreline / Hydrology / Seasonal Wetlands

Interpretive Stations

1	Bayfront Nature Area / PG&E Boardwalk	Energy to the City / Shorebirds
2	Bayfront Nature Area	Shoreline Habitat / Shorebirds
3	Bayfront Nature Area / PG&E Boardwalk	Energy from the Mountains / Shorebirds
4	Bayfront Nature Area	Shoreline Habitat / Shorebirds
5	Bayfront Nature Area	Shoreline Habitat / Shorebirds
6	Bayfront Nature Area	Shoreline Habitat / Shorebirds
7	Bayfront Nature Area	Shoreline Habitat / Shorebirds
8	Ryder Park	Tidal Hydraulics (at the "shellmound gurgle")
9	San Mateo Creek	Creek / Tide Flooding
10	San Mateo Creek	Historic San Mateo Boat Landing
11	San Mateo Creek	Historic Shrimp Fishing
12	Seal Point Park	The Modified Shoreline / Landfill, Wetlands and Upland Habitats
13	Seal Point Park	Shifting Limits of the Shoreline
14	Seal Point Park	Wind, Water, and Recreation
15	Seal Point Park	Wind, Water, and Transportation
16	Seal Point Park	Shifting Limits of the Shoreline
17	Seal Point Park	Wind and Avian Species

18	Seal Point Park	Regional and World Geography / Airline Origins
19	Seal Point Park	Local Geography / City of San Mateo
20	Seal Point Park/Seal Cove	Tidal Hydraulics
21	Bay Marshes	Mudflats and Tidal Wetlands
22	Tidelands Park	Seasonal Wetlands
23	Tidelands Park	Lagoon Management and Water Quality

2.6 RESOURCE MANAGEMENT PROGRAM

2.6.1 VEGETATION

General There are three basic aspects to the revegetation program for the Shoreline Parks. These are:

- Expanding and enhancing wetland vegetation through changes in grades. In these instances native wetland species are expected to colonize voluntarily.
- Developing fringe upper marsh / grassland transition habitats.
- Revegetating riparian and upland landscapes as individual areas are developed.

Table 2.6-1 lists species for use in revegetating the riparian and upland areas of the Shoreline Parks. With the exception of tree species along J. Hart Clinton Drive and within Harborview and Ryder Parks, all plants used in the Parks will be California native species.

Other important traits of the revegetation program are:

- Irrigated turf will be limited to selected use areas.
- Herbaceous and low woody plants in Seal Point Park will not be irrigated.
- Any existing wetland or riparian species and other individual native tree species that would be disturbed by reclamation activities will be mitigated based on Department of Fish and Game standards for replacement mitigation.

Willow Massings Extensive use of willow hedgerows throughout the Bayfront Nature Area, Seal Point Park, and Tidelands Park will serve a variety of functions. These are:

- to provide a sense of linear unity and psychological separation between the shoreline and the urban environment;
- to visually screen residential areas from public use areas and vice-versa;
- to visually and physically separate selected habitat enhancement areas from active recreation use areas; and
- to provide habitat and cover.

Relationship to Transmission Lines

Vegetation underneath existing Pacific Gas & Electric Company transmission lines will consist only of shrubs or small trees that typically grow no more than thirty feet in height or that can be easily maintained to that height.

Invasive Species Removal

The non-native cordgrass *Spartina alterniflora* exists throughout the tidal salt marshes of the Shoreline Parks area, including the margins of San Mateo Creek. *Spartina alterniflora* outcompetes the native California cordgrass *Spartina foliosa*. This is an area-wide problem affecting the entire southern San Francisco Bay. Local efforts to eradicate or manage the species should, at a minimum, be conducted cooperatively with the adjacent Cities of Foster City and Burlingame, the Don Edwards San Francisco Bay National Wildlife Refuge, and other resource agencies.

2.6.2 WETLANDS

Wetland Enhancement

Table 2.6-2 summarizes changes and enhancements to the various wetland habitats within the Shoreline Parks. These would be affected predominantly through recontouring the landscape. Modifications that would

also play an important role in enhancing wetlands include:

- Bayfront Nature Area - Tidal Flows: expanding the existing tide gate to increase flows from San Mateo Creek north to the New Poplar Pump. Ideally, high tide inflows would be continued year-round to the extent feasible, consistent with flood control objectives. This would increase the salinity of the channel and create habitat conditions resembling those in a natural tidal slough. Bottom contours along the channel would be designed to create exposed mudflats during low tide periods when water is not entering the channel. Such areas would be valuable as foraging habitat for shorebirds. The inlet from San Mateo Creek to this facility will be designed as a visual and educational amenity for Ryder Park (the ``shellmound gurgle``).
- Bayfront Nature Area - Drainage Channel: widening the existing channel (while avoiding constraints such as the transmission line towers) and developing, through excavation, approximately nine ponding areas to support wetland development. Channel depths would be designed to create a combination of open water from 2 to 4 feet deep with bands of marsh vegetation along the edges, bordered by willows and other locally native shrubs. A bypass will be constructed to carry the increased flows in the enhanced drainage channel around the freshwater marsh located at its northwest end to the New Poplar Pump Station. This routing will avoid altering the freshwater marsh, both in

terms of water quantity and salinity. In addition, several of the existing culverts would be removed and pedestrian routes across the channel would be bridged to improve flow conveyance and facilitate movement of wildlife species from one portion of the channel to another. Except at selected points, a public access buffer of at least 20 feet would be maintained from the channel. Low fencing would control public access and pet access to the channel from the Bay Trail and public access would be restricted between the channel and adjacent residences.

- Bayfront Nature Area - Water Quality Basins: developing storm water basins off of the drainage channel (see Water Quality section below).
- Seal Point Park: designating a mitigation area parallel to J. Hart Clinton Drive for use by the City as required by the landfill closure project.
- Seal Slough and Bay Marshes: the design objective for this area is to minimize impacts on the existing tidal marsh community while allowing a reasonable level of controlled public access. Low fencing would be installed adjacent to all trails to discourage people, pets, and predators from accessing the tidal marshes. Fencing would be installed to avoid or minimize impacts on marsh gum plant and other native plants. Two approximately 50-foot sections of the existing spur trail would be excavated down to the level of the adjacent marsh plain to

improve tidal flows and facilitate wildlife movement between marsh areas on either side of the trail. These areas would be spanned by boardwalks, which would also assist in keeping people on the trail.

- Tidelands Park: enlarging the existing non-tidal marsh by excavating the adjacent areas to the north and west. The bottom elevations would be similar to those in the existing non-tidal marsh in the southeast corner of the Park. This would support seasonal ponding to a 1-foot to 3-foot depth with marsh vegetation around the edges. The habitat area, including upland buffers, would extend north to the private parcel and would include the central drainage channel and a seasonal wetland west of the channel. Upland buffers will be provided between the edge of the seasonal wetlands and the edge of the habitat areas. A small island will be created to provide roosting (loafing) habitat for ducks and other water birds. Willows and other locally native shrubs and grasses will be planted in the buffers and on the islands. In addition, the shoreline adjacent to Marine Lagoon would be recontoured to support a parallel non-tidal marsh. Low fencing and willow hedgerows will be used to discourage public access into the wetlands except at limited access points used for interpretation.

TABLE 2.6-1: MASTER PLANT LIST**TREES**

Scientific Name	Common Name
<i>Aesculus californica</i>	California Buckeye
<i>Alnus cordata</i>	Italian Alder * / ++
<i>Alnus rubra</i>	Red Alder++
<i>Cupressus macrocarpa</i>	Monterey Cypress++
<i>Heteromeles arbutifolia</i>	Toyon +
<i>Lyonothamnus floribundus</i>	Fern-leaf Catalina
<i>ssp. asplenifolius</i>	Ironwood
<i>Melaleuca linariifolia</i>	Flaxleaf Paperbark *
<i>Metrosideros excelsus</i>	New Zealand Christmas Tree *
<i>Myoporum laetum</i>	Myoporum * +
<i>Pinus contorta</i> ssp. <i>contorta</i>	Shore Pine
<i>Pittosporum crassifolium</i>	Karo * +
<i>Populus fremontii</i> ssp. <i>fremontii</i>	Fremont Cottonwood
<i>Populus nigra</i> 'Italica'	Lombardy Poplar *
<i>Umbellularia californica</i>	California Bay

* non-native tree for street trees along J. Hart Clinton Drive or shade use in Harborview and Ryder Parks

+ needs pruning into tree form

++ may need pruning over time if located under transmission lines

WILLOW THICKETS

Scientific Name	Common Name
<i>Salix exigua</i>	Narrow-leaved Willow
<i>Salix gooddingii</i>	Gooding's Black Willow
<i>Salix hookeriana</i>	Coastal Willow
<i>Salix laevigata</i>	Red Willow
<i>Salix lasiolepis</i>	Arroyo Willow
<i>Salix sitchensis</i>	Sitka Willow

TABLE 2.6.1: MASTER PLANT LIST (Continued)**SHURBS**

Scientific Name	Common Name
<i>Arctostaphylos densiflora</i> 'Howard McMinn'	Vine Hill Manzanita
<i>Arctostaphylos densiflora</i> 'Sentinel'	Vine Hill Manzanita
<i>Artemisia californica</i>	California Sage
<i>Atriplex lentiformis</i> ssp. <i>lentiformis</i>	Brewer Saltbush
<i>Baccharis pilularis</i>	Coyote Brush
<i>Ceanothus</i> 'Dark Star'	Wild Lilac
<i>Ceanothus impressus</i> 'Julia Phelps'	Wild Lilac
<i>Ceanothus thyrsiflorus</i> 'Snow Flurry'	Wild Lilac
<i>Eriogonum arborescens</i>	Santa Cruz Island Buckwheat
<i>Eriogonum fasciculatum</i>	California Buckwheat
<i>Eriogonum giganteum</i>	St. Catherine's Lace
<i>Garrya elliptica</i>	Coast Silktassel
<i>Garrya elliptica</i> 'James Roof'	Coast Silktassel
<i>Heteromeles arbutifolia</i>	Toyon
<i>Lupinus albifrons</i>	Silver Bush Lupine
<i>Lupinus arboreus</i>	Yellow Bush Lupine
<i>Lupinus chamissonis</i>	Bush Lupine
<i>Myrica californica</i>	Pacific Wax Myrtle
<i>Rhus integrifolia</i>	Lemonade Berry
<i>Rhus ovata</i>	Sugar Bush
<i>Prunus ilicifolia</i>	Holly-leaf Cherry
<i>Salvia clevelandii</i>	Cleveland Sage
<i>Salvia mellifera</i>	Black Sage

Ground Covers

Scientific Name	Common Name
<i>Arctostaphylos edmundsii</i> 'Carmel Sur'	Little Sur Manzanita
<i>Arctostaphylos</i> 'Emerald Carpet'	Emerald Carpet Manzanita
<i>Arctostaphylos uva-ursi</i> 'Massachusetts'	Bearberry
<i>Arctostaphylos uva-ursi</i> 'Pt. Reyes'	Bearberry
<i>Arctostaphylos uva-ursi</i> 'Wood's Red'	Bearberry
<i>Artemisia pycnocephala</i>	Sandhill Sage
<i>Baccharis pilularis</i> 'Pigeon	Dwarf Coyote Brush

Point'
Ceanothus gloriosus 'Anchor Point Reyes Ceanothus
Bay'
Ceanothus griseus Carmel Creeper
horizontalis
 'Yankee Point'
Ceanothus maritimus 'Frosty Ceanothus
Dawn'

TABLE 2.6-1: MASTER PLANT LIST (Continued)**Herbaceous/ Mixed Wildflowers**

Scientific Name	Common Name
<i>Achillea millefolium</i>	Yarrow
<i>Armeria maritima</i> ssp. <i>californica</i>	Sea Thrift
<i>Clarkia amoena</i>	Farewell-to-Spring
<i>Clarkia rubincunda</i>	Ruby Chalice Clarkia
<i>Clarkia unguiculata</i>	Elegant Clarkia
<i>Epilobium canum</i>	California Fuchsia
<i>Erigeron glaucus</i>	Seaside Daisy
<i>Eschscholzia californica</i>	California Poppy
<i>Iris douglasiana</i>	Douglas Iris
<i>Lasthenia glabrata</i>	Goldfields
<i>Lupinus microcarpus</i>	Lupine
<i>Lupinus nanus</i>	Sky Lupine
<i>Lupinus succulentus</i>	Arroyo Lupine
<i>Lupinus varicolor</i>	Lupine
<i>Mimulus guttatus</i>	Golden Monkeyflower

Native Dune Grass

<i>Leymus mollis</i> ssp. <i>mollis</i>	Dune Grass
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TABLE 2.6-2: EXISTING AND PROPOSED WETLANDS / WATERS OF THE UNITED STATES (1)

Wetland Type (2)	Area (Approximate Acres)					
	Existing Wetlands	Permanent Fill	Dredge for Enhancement	Total Impacts	Creation from Upland	Post Project Wetlands
Tidal Salt Marsh	34.57		-	-	0.09	34.66
Tidal Brackish Marsh / Stream	2.15		-	-	-	2.15
Non-tidal Marsh	4.22		-	-	1.37	5.59
Seasonal Wetland	1.93	1.00	-	1.00	1.26	2.19
Drainage Channel / Marsh	2.16		1.44	1.44	2.30	4.37
TOTAL PROJECT	45.03	1.00	1.44	2.44	5.02	48.96

Source: 2M Associates

- (1) Based on wetlands delineation by LSA Associates (COE File Number 24121S); all proposed acreage is approximate and subject to change.
- (2) Acreage of tidal mudflat / open water was not calculated as it is outside the Master Plan area. Approximately 100 square feet of tidal mudflat would be displaced by piers associated with the redevelopment / enhancement of two existing PG&E maintenance access boardwalks. Approximately 1450 square feet of tidal mudflat / open water will be added to existing shading patterns of two PG&E boardwalks by the reconstruction. Approximately 0.04 acres (1800 square feet) of tidal mudflat / open water will be shaded by two new San Mateo Creek trail bridge crossings.

2.6.3 WATER QUALITY ENHANCEMENT

General Grading and Drainage

With the exception of Seal Point Park, drainage from all roads and parking areas within the Shoreline Parks will be directed to grassy swales or enhancement wetlands. The entrance road leading up to the Seal Point Plateau and parking areas on top of the Plateau will be gravel.

Drainage from all turf areas within the Parks will be directed to enhancement wetlands.

Bayfront Nature Area: Area-wide Storm Water

The drainage channel in the Bayfront Nature Area serves the residential areas to the west, roughly to Highway 101. Six storm drain outfalls exist along the 4300-foot channel. Coordinated with the redesign of the drainage to enhance the wetland landscape, these outfalls, the outfall from Ryder Park, and a new one draining Harborview Park will be redesigned to better manage constituents of concern. These constituents include:

- Heavy metals (both dissolved and attached to sediment) from automobile use.
- Oils and greases.
- Nutrients from overuse of fertilizers and from pet wastes.
- Pesticides and herbicides. Derived from misapplication or overuse on residential lots.
- Gross debris. This includes trash, litter and organic matter that get washed into storm inlets.

The current drainage channel, because of its length and vegetation, acts in a limited way to control several of these constituents prior to them reaching the New Poplar Pump Station and the San Francisco Bay.

Water Quality Basins



New water quality basins will be developed for the existing storm drain outfalls along the 4300-foot channel in the Bayfront Nature Area and one new outfall location. To limit the areas where pollutants are removed and enhance the area that is used by wildlife, especially shorebirds and waterfowl, water quality basins will be constructed at the end of each outfall. These would be tied into but separated from the improved drainage channel. The design will segregate trapped pollutants as much as possible from the enhanced channel.

The water quality basin would have three zones. The first is a small outlet spill containment feature that would catch or absorb oil or chemical spills in dry weather conditions, allowing the possibility for remedial action before the material enters the basin proper. The second zone is a settling bay. This bay would be excavated to a depth of four feet or more to keep open water so the immediate outfall area is not clogged by emergent vegetation (creating the possibility of backing up the storm drain). This bay would remove medium to coarse sediments (including attached metals) and much organic and gross debris. Storm runoff would then flow into the third zone, swales approximately two feet deep and ten feet wide that eventually join the enhanced channel. The first length of these swales would grow to *Typha* or other emergents that would strain the runoff. Ground elevations around the basin should be kept low so that runoff from large storms can overflow into the adjacent wetland/channel without backing up the storm drain. Willow massings would be used to screen the open outfalls from the view of the park visitor.

2.6.4 MOSQUITO ABATEMENT

Vehicular maintenance access is provided to within 100' to 150' to all wetland areas (the distance in which sprays will be effective). Additionally, existing water circulation will be enhanced at both the Bayfront Nature Area and Tidelands Park.

2.6.5 PUBLIC AND PET ACCESS

Public Access Controls

Throughout the Shoreline Parks, public and pet access to existing or enhanced habitat areas will be controlled through planting willow hedgerows and/or provision of low fencing with strategically located signs stating "Habitat Area - Closed to Public Access". To discourage vehicular and pedestrian entrance to the Bay Marshes from Foster City, a "tidal moat" will be created by extending an existing drainage south toward the levee.

Through regulatory and use signs located at all pedestrian entrances to the Shoreline Parks, the park visitor would be informed about the existing leash laws of the City of San Mateo. To accommodate dog owners who now run their pets virtually anywhere along the shoreline, a dog Park will be developed at Seal Point Park.

Private Access Controls

Along the Bayfront Nature Area, new security fencing would prohibit adjacent residents and pets from directly accessing the enhanced wetlands associated with the urban runoff / storm-drainage system in the area.

2.6.6 PUBLIC ACCESS AND FISHING

The plan encourages fishing. Currently many fish species from the Bay are unsafe for some people to

consume, or safe to eat only in limited quantities. The timing for development of specific facilities that directly promote fishing will be coordinated with State Department of Health. At a minimum, fishing access points would be signed (multi-lingual) to warn of conditions and potential health hazards.



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U.S. Department of Transportation, United States Coast Guard. May 17, 2000

Letter communication from David Sulouff, Chief, Bridge Section.

CONSULTATION

The listings below present:

- a summary of the agencies and individuals have been interviewed and key events and public meetings about the program for the Shoreline Parks Master Plan; or
- a listing of the persons and organizations contacted in preparation of the Initial Study for the Master Plan

B.1 PREPARATION OF THE MASTER PLAN

The following agencies and individuals have been interviewed about the program for the Shoreline Parks Master Plan.

Federal Agencies

National Oceanic and Atmospheric Administration,
National Marine Fisheries Service
U.S. Army Corps of Engineers, San Francisco District
U.S. Fish and Wildlife Service
U.S. Environmental Protection Agency
U.S. Department of Transportation, United States Coast Guard
U.S. Geologic Survey

State, Regional, and County Agencies

California Department of Transportation, District IV
California Department of Fish and Game
California Division of Safety of Dams
San Francisco Bay Conservation and Development Commission
California Environmental Protection Agency, San Francisco Bay
Regional Water Quality Control Board
San Mateo County Environmental Health Department
San Mateo County Mosquito Abatement District

San Mateo County Parks and Recreation Department

Coyote Point Recreation Area
San Mateo County Flood Control District

City Agencies /Departments

City of Foster City, Community Development

City of San Francisco, San Francisco Water
Department
City of San Mateo, City Council
City of San Mateo, Economic Development and
Business Assistance
City of San Mateo, Parks and Recreation Department

City of San Mateo, Planning Division
City of San Mateo Police Department
City of San Mateo, Public Works Department
City of San Mateo, San Mateo Fire Department

Special Interests / Individuals

Audubon Society, Sequoia Chapter
City Arts of San Mateo
City-County Association of Governments
Bikeways and Pedestrian Advisory Committee

Church Water Consultants
Coyote Point Museum for Environmental Education
Coyote Point Marina
Leitner Biological Consulting
Mid-Peninsula Boys and Girls Club
Pacific Gas and Electric Company
San Mateo County Outdoor Education Program
San Mateo County Historical Society
San Mateo Parents Nursery School
Sierra Club, Loma Prieta Chapter
Shoreview-Parkside Neighborhood Association

United Homeowners Association
George Haye, Windsurfer

Public and Inter-Agency Meetings

Individual suggestions and comments about the information contained in this report have also been made by numerous individuals both by written letter, and at the following formal meetings:

- September 9, 1998 -- general meeting of the Shoreview / Parkside Neighborhood Association to discuss program ideas
- September 19, 1998 - open review a theme table for the San Mateo Shoreline / Coastal Clean-up Day to discuss program ideas
- November 9, 1998 -- workshop conducted for City Staff and Special interest groups to review the

Draft Research and Analysis Report and discuss program ideas

- November 12, 1998 -- public meeting to review the Draft Research and Analysis Report and discuss program ideas
- January 7, 1999 -- regulatory agency workshop conducted to review the Draft Research and Analysis Report and discuss program ideas
- February 3, 1999 -- joint meeting of the City of San Mateo Parks and Recreation Commission and Planning Commission to discuss program ideas
- September, 1999 -- open review of the Draft Preliminary Master Plan at a theme table for the San Mateo Shoreline / Coastal Clean-up Day to discuss program ideas
- September, 1999 -- public open houses conducted in San Mateo
- October 7, 1999 -- public meeting to review the Draft Preliminary Master Plan
- October 13, 1999 -- inter-agency meeting of the U.S. Army Corps of Engineers to discuss the Draft Preliminary Master Plan
- November 9, 1999 -- public study session of the City of San Mateo Planning Commission to review the Draft Preliminary Master Plan
- December 8, 1999 -- public study session of the City of San Mateo Public Works Commission to review the Draft Preliminary Master Plan
- January 5, 2000 -- public study session of the City of San Mateo Parks and Recreation Commission to review the Draft Preliminary Master Plan
- February 7, 2000 -- public study session of the City of San Mateo City Council to review the Preliminary Master Plan
- April 12, 2000 -- inter-agency meeting of the U.S. Army Corps of Engineers to discuss the preliminary Master Plan

B.2 PREPARATION OF THE INITIAL STUDY

Bay Area Air Quality Management District
Public Information and Outreach Office

Bay Conservation and Development Commission

Bob Batha
Brad McCrea

California Department of Fish and Game
Jeannine DeWald, Associate Wildlife Biologist
Rick Parmer, Supervising Naturalist
Margaret Roper, Fisheries Biologist
Scott Wilson

City of Foster City
Leslie Carmichael
Jeff Roberson

City of San Mateo
Ron Munekawa, Planning Department
Ken Pacini, Public Works Department

National Marine Fisheries Service

Pacific Gas and Electric Company

Regional Water Quality Control Board-San Francisco Bay
Susan Gladstone
Habte Kifle, Project Manager
Elizabeth Morrison

U.S. Army Corp of Engineers
Clyde Davis, Project Manager
Molly Martindale
U.S. Environmental Protection Agency
Rebecca Tuden, Region 9

U.S. Department of Transportation, United States Coast Guard
David Sulouff, Chief, Bridge Section

U.S. Fish and Wildlife Service
Janice Gan, Wetlands Branch
Keith Lipton, Wetlands Branch
Ryan Olah, Reclamation Branch
Ken Sanchez, Endangered Species Branch



ADOPTED CITY GOALS AND POLICIES

The statements listed below are from City of San Mateo planning documents and relate to the Shoreline Parks project area. The Master Plan for the Shoreline Parks reflects and is consistent with these policies.

VISION 2010: SAN MATEO GENERAL PLAN

Land Use Element

Goal 1a: Maintain San Mateo as the pre-eminent city in San Mateo County.

Goal 1c: Establish a distinctive city image distinguishable from other Peninsula communities to improve the quality of both the built and natural environments, and assure that future development is both of high quality and compatible with the City's existing character. Guide development to provide efficient circulation and to protect existing neighborhoods, views, and natural resources.

Goal 1e: Provide adequate transportation, utilities, cultural, educational, recreational, and public facilities, and ensure their availability to all members of the community. Establish San Mateo as the cultural center of San Mateo County.

Policy LU 4.30 Defensible Design. Require all developments including parks and public places to incorporate safety measures, and seek the assistance of residents in crime prevention programs.

Policy PA 6.4 J. Hart Clinton Drive/Mariners Island Boulevard. Allow development of the private property at the northwest corner of East Third Avenue / Mariners Island Boulevard for medium scale commercial use, if not developed as a park, as delineated on the Building and Intensity Plans. Permitted Uses include restaurant, hotel, office, and retail, or medium-density residential. Building design shall be compatible with the adjacent park. Building height adjacent to the park should be low and may step

up towards the street intersection.
(note: see also Mariners Island Specific
Plan below).

**Circulation
Element**

Goal 4: Develop and maintain a comprehensive bicycle and pedestrian circulation network which provides safe recreation opportunities and an alternative to automobile travel.

Policy C 4.1 Bikeways System. Continue to develop and maintain a safe and logical bikeways system which is coordinated with the countywide system. Priority shall be given to the following system improvements:

a. To improve east/west access, develop bike lanes at critical links . . . Ensure that adequate connection is made from these links to the Shoreline Park and Marina Lagoon bike paths.

Policy C 4.4 Pedestrian Circulation. Continue to require as a condition of development project approval the provision of sidewalks and wheelchair ramps where lacking and the repair or replacement of damaged sidewalks. Require that utility poles, signs, street lights, and street landscaping on sidewalks be placed and maintained to permit wheelchair access and pedestrian use.

Policy C 4.5 Wheelchair Access. Establish a program to assess the need to improve wheelchair access throughout the City. Install wheelchair ramps or take other corrective measures where most needed.

Policy C 4.6 Pedestrian Safety. Pedestrian safety shall be made a priority in the design of intersection and other roadway improvements.

**Urban Design
Element**

Goal 1a: Establish a positive and distinctive City image by taking advantage of the natural setting and by developing and improving focal points, gateways, and major corridors.

Policy U.D.1.3 Gateways. Develop gateways by creating strong architectural or landscape features exhibiting the character of San Mateo at the following locations: U.S. 101 and Third Avenue. . . Mariners Island Boulevard and J. Hart Clinton Drive at the border of Foster City.

- Policy U.D.1.5 Direct Corridors to Focal Points.** Visually improve and direct toward focal points the major corridors of Third Avenue . . . with the installation of street trees, street lights and consistent building setbacks.
- Policy U.D.1.7 Minor Corridors.** Provide visual and pedestrian improvements on arterial streets such as . . . Mariners Island Boulevard.

**Conservation/
Parks and
Recreation/
Element**

The City's Conservation / Parks and Recreation Element outlines numerous goals and policies that focus on the need for recreation facilities, standards for parks, fee structures, and the like. As components of the recreation system of San Mateo, all of these are ultimately relevant to the Shoreline Parks Master Plan program.

The General Plan classifies the Shoreline Parks into the following categories:

- Neighborhood Parks: Harborview Park; Ryder Park
- Community Parks: Tidelands Park
- Regional Parks: Bayfront Nature Area; Seal Point Park
- Inaccessible Open Space: Bay Marshes

The goals and policies below specifically reference or are directly related to the Shoreline Parks Master Plan.

Goal 1 Protect and enhance the City's natural resource areas which provide plant and animal habitat.

Goal 2 Conserve the City's open spaces which provide or could provide aesthetic and recreation benefits for current and future residents.

Policy C/OS 1.3 Interpretive Opportunities. Promote public awareness of the value and care of the . . . Shoreline through on-site interpretive programs or outdoor displays which are in character with the adjacent open space.

- Policy C/OS 1.4 Shoreline Parks Master Plan.** Designate the implementation of the Shoreline Parks Master Plan as a high priority.
- Policy C/OS 1.5 Conversion of Incompatible Uses.** Encourage the conversion of existing land uses which are not compatible with adjacent Lagoon or wetlands to permitted compatible uses.
- Policy C/OS 2.1 Aesthetic and Habitat Values -- Selected Creeks.** Preserve and enhance the aesthetic and habitat values of San Mateo Creek . . . and other City-owned channels in all activities affecting these creeks.
- Policy C/OS 2.3 Hydrologic Impacts.** Ensure that improvement to creeks and other waterways does not cause adverse hydrologic impacts on upstream or downstream portions of the subject creek; comply with Safety Element Policy S 2.1 regarding flood control.
- Goal 3** Protect heritage trees and human-made elements of the urban environment which reflect the city's history and contribute to the quality of life.
- Goal 4** Expand the aesthetic and functional contributions made to the urban environment by public open spaces, trail systems, scenic roadways, and street tree plantings.
- Policy C/OS 6.6 Street Tree Planting.** Encourage the planting of new street trees . . . especially in gateway areas such as Third Avenue.
- Policy C/OS 7.1 Resource Protection.** Preserve, to the maximum extent feasible, archaeological sites with significant cultural historical, or sociological merit.
- Policy C/OS 9.2 Enhancement of Gateways.** Enhance all City gateways. In particular, create a gateway statement at . . . J. Hart Clinton Drive at the Foster City limit.
- Policy C/OS 12.5 Resident Priority.** Provide use and reservation policies that give priority to residents of San Mateo; in particular, ensure that regional usage of . . . the Shoreline does not

diminish resident opportunities to use these facilities.

Safety Element **Goal 2** Protect the community from unreasonable risk to life and property caused by flood hazards.

Policy S 2.1 Creek Alteration. Prohibit any reduction of creek channel capacity, impoundment or diversion of creek channel flows that would adversely affect adjacent properties or the degree of flooding. Prevent erosion of creek banks.

Policy S 2.6 Lowlands Protection. Protect lowlands from the potential rise in the sea level, high tides, and tsunamis. Raise levees to a minimum elevation of 8 feet (San Mateo datum) and construct other tide protection works.

SHORELINE PARK SPECIFIC PLAN

The San Mateo Shoreline Park planning area covers virtually all of the project area, except for a small portion of Tidelands Park that is located in the Mariners Island Specific Plan area. The premises and goals of the Shoreline Park Specific Plan that relate to the project area are outlined below. The code letters that precede the statements reflect those found in the Shoreline Park Specific Plan.

Premises Basic premises of the Shoreline Parks Specific Plan that relate to the project area include:

- A. Treat the area as a unit.
- B. Increase the length of the shoreline as much as possible.
- C. Provide as much public access to the shoreline as possible.
- D. Control vehicular access and parking.
- E. Cluster compatible recreational facilities.
- F. Maintain a safe dike.
- G. Provide an efficient drainage system of sufficient capacity for San Mateo Creek.

- H. Provide vista points between the Pacific Gas and Electric (PG&E) powerlines and the shoreline.
- I. Design earth mounds for interesting park topography that will support plant materials.
- J. Recommend architectural standards to achieve a high level of visual quality.
- L. Eliminate flood inundation hazard.
- M. Retain existing shoals for wildlife sanctuary.
- O. Control growth of algae and undesirable biological organisms in regulated waters.
- P. Reuse treated wastewater (and heat) in parks and recreation facilities.
- R. Develop areas for multi-purpose use.

Goals Goals of the Shoreline Park Specific Plan that relate to the project area include:

- A. The establishment of a waterfront development useable by all the people in San Mateo.
- B. The establishment of a variety of uses so all types of needs, interests, and activities will be accommodated.
- E. The establishment of protected waterways.
- F. The establishment of as much open space as possible.
- G. Development at the lowest possible cost to the taxpayer.
- H. The reduction of bay fill to an absolute minimum.

Specific Improvements The Specific Plan cites improvements to recreation resources that have already been made and additional improvements that should be made, or at least considered, as part of the Shoreline Parks Master Plan. Improvements to be considered specifically include, but are not limited to:

Bayfront Nature Area

- Expansion of the park, including parking facilities where feasible.
- Creation of a water system designed to allow the reuse of wastewater from the Water Quality Control Plant.
- Preservation of the existing marshes and restoration of shore areas by creating new marshlands, including San Mateo Creek.
- Additional storm drain pumps at the Poplar Avenue pump station.
- Landscaped mounds and sheltered picnic areas.
- Pedestrian walks over/along marsh areas and the shoreline for conservation education.
- Accessible areas for hiking and fishing.
- Adventure playground for unstructured play from available materials.
- Nature park area with meandering stream and ponds.
- Picnicking, sightseeing, and passive recreation.

Harborview Park (no items identified)

Ryder Park

- Formal park and recreation areas and facilities in the general vicinity.
- Passive, natural park use in the remaining area.

San Mateo Creek

- Planning study to consider the feasibility of a dredged channel for San Mateo Creek to facilitate water runoff.
- Improvements to increase stormwater drainage capacity consistent with maintaining the creek in as natural a state as feasible
- Linear park between U.S. Highway 101 and San Francisco Bay
- Pedestrian and bicycle trails from Norfolk Street to the Bay including connection with the citywide system of trails
- Sitting areas and nature observation
- Fishing access
- Preservation of existing marsh areas and restoration of shore areas by creating new marshland

Seal Point Park / Bay Trail

- Vista points

Seal Cove / Bay Marshes / Tidelands Park

- Linear park along water's edge including bikeways and trails, fishing spots, and parking areas where desirable and necessary
- Protection of re-established marsh areas
- Preservation of existing natural vegetation and provision for new planting
- Public access to the water's edge
- Wildlife observation areas
- Self-guided interpretive center for marine and wildlife values
- Park for field sports and other active recreational activities
- Water-oriented commercial recreation establishments
- Picnicking, fishing

MARINERS ISLAND SPECIFIC PLAN

Tidelands Park is located in the Site VII-Residential/Park Site area of the Mariners Island Specific Plan. The Specific Plan area is generally built out. Tidelands Park is designated as "Parks/Open Space" on the Land Use Plan of the Mariners Island Specific Plan. The area indicated as Tidelands Park includes a 2.87-acre private land holding (AP #035-503-390) which fronts Mariners Island Boulevard and is surrounded by city-owned property. That property as well as the portion of the City's property adjacent to J. Hart Clinton Drive is designated "Regional/Community Commercial". The Specific Plan permits a range of uses to be developed on these lands including restaurant, office, hotel, retail, and/or medium-density multi-family housing. A maximum height of 45 feet is permitted. However, no more than two stories would be allowed nearest the adjacent park. Building height adjacent to the park should be low and may step up in height towards the street intersection. The intensity of development shall

not have a floor area ratio greater than 1.5. (see also General Plan Land Use Policy PA 6.4 above)

Design Criteria

Selected design criteria of the Mariners Island Specific Plan as they affect the Shoreline Parks study area include:

- Landscaping: Screening shall be provided for parking lots and roadways by use of bermed landscaped setbacks or buffers.
- Building Height: Buildings within 100 feet of lagoons shall not exceed two stories.
- Signs: Signs that face residential neighborhoods shall be designed to minimize adverse visual and lighting impacts on such areas.
- Soil Conditions: Because of differential settlement, all vacant sites shall be filled to a minimum 104 foot elevation (San Mateo datum).
- Gateway: Provide landscaped setback and City Gateway at intersection of J. Hart Clinton Drive and Mariners Island Boulevard.

SHORELINE REDEVELOPMENT PROJECT

The Shoreline Redevelopment Area boundary includes most of the Shoreline Parks Master Plan project. Excluded is a small portion of the northwest end of the Bayfront Nature Area, the undeveloped public lands adjacent to Ryder Park, and the end of San Mateo Creek from just north of the Norfolk Street bridge to the Highway 101 Interchange. However, if a nexus with Redevelopment goals can be shown on adjacent or nearby areas, Redevelopment funds could be directed to those areas.

Regarding land uses designations in the Shoreline Redevelopment Area the following statements apply:

Parks and Open Space: The areas shown on the Redevelopment Plan Map for Parks and Open Space uses shall be used for the various types of park and recreation uses and other uses specified for or permitted within such areas by the General Plan and Shoreline Park and Mariners Island Specific Plans. Marsh areas located within Park and Recreation land use areas, consistent with the General Plan, are to remain in their natural, undeveloped state.

Commercial: The areas shown on the Redevelopment Plan Map for Commercial uses shall be used for the various types of commercial uses and other uses specified for or permitted within such areas by the General Plan and Shoreline Park and Mariners Island Specific Plans.

The majority of the project area is in Parks and Open Space designation. However, the Redevelopment Plan identifies an area at the corner of J. Hart Clinton Drive and Mariners Island Boulevard for Commercial uses.

APPENDIX

E

PARKING COMPARISONS

November 20, 2000

Table: Comparison of Designated Parking Areas with City of San Mateo Parking Requirements

Unit	Spaces Required			Spaces Provided	Notes
	Approximate Area	Unit	Number of Spaces (1)		
Bayfront Nature Area					- Not defined as a ``Park`` therefore parking requirements may not apply
- Passive Usable Turf	30,000 sq. ft	1 stall/ 5,000 sq. ft	6		- Accounted for in increased capacity at Harborview and Ryder Parks
Harborview Park					
- General	104,500 sq. ft. (2.4 acres)	1 stall/ 20,000 sq. ft	6	11 (1 handicapped)	- Increases capacity by approximately 4 spaces over existing parallel parking
- Little League Field	1 field	20 stalls / field	N/A	0	- This is an existing facility with no spaces currently available and assumed to be grandfathered by zoning regulations
TOTAL - Harborview Park			6	10	
Ryder Park					- This is an existing facility with 8 spaces currently available
- General	122,000 sq. ft. (2.8 acres)	1 stall/ 20,000 sq. ft	7	16 (1 handicapped)	
- Group Picnic	1 site	2.5 stalls	8		

Table: Comparison of Designated Parking Areas with City of San Mateo Parking Requirements

Unit	Spaces Required			Spaces Provided	Notes
	Approximate Area	Unit	Number of Spaces (1)		
Areas (assume 1 site @ 30 person capacity)		per 10 persons			
TOTAL - Ryder Park			15	16	

(1) Rounded up as necessary

N/A No specific zoning requirements exist or area is existing and requirements waived

Table: Comparison of Designated Parking Areas with City of San Mateo Parking Requirements

Unit	Spaces Required			Spaces Provided	Notes
	Approximate Area	Unit	Number of Spaces (1)		
Seal Point Park					
- Plateau (General Open Space Access)	150,000 sq. ft	N/A		10 (2 handicapped)	- Short term; potential to be closed during heavy use periods
- West Use Area (General Open Space / Windsurfing Access)		N/A		96 (5 handicapped)	
- East Use Area	135,000 sq. ft (3 acres)	1 stall/ 5,000 sq. ft	27	45 (3 handicapped)	
- Dog Park (lower area)					
TOTAL			57	163	

(1) Rounded up as necessary

N/A No specific zoning requirements exist or area is existing and requirements waived

Table: Comparison of Designated Parking Areas with City of San Mateo Parking Requirements

Unit	Spaces Required			Spaces Provided	Notes
	Approximate Area	Unit	Number of Spaces (1)		

Tidelands Park

- Passive Usable Turf	37,500 sq. ft	1 stall / 5,000 sq. ft	8	27	
- Group Picnic Areas (assume 1 site @ 50 person capacity each)	1 site	2.5 stalls / 10 persons	13	27	- Assumes that "Open Play Area" would be used in conjunction with group picnic area
TOTAL			26	40	- Expansion parking area for additional 30 cars provided if needed

(1) Rounded up as necessary

N/A No specific zoning requirements exist or area is existing and requirements waived

APPENDIX

H

ALTERNATIVES CONSIDERED

November 20, 2000

TABLE: ALTERNATIVES SUMMARY

Program Feature	Locations Evaluated	Considerations Leading to Elimination from Shoreline Parks Program
Skateboard Park: 15,000 sq. ft.	Tidelands Park	<ul style="list-style-type: none">• no direct or indirect relationship to Shoreline Park goals and objectives• incompatibility with nearby residences (noise, visual)• relative remoteness of site• lack of public transportation service• difficulty justifying the need to fill jurisdictional wetlands
Roller Hockey: 30,000 sq. ft.	Tidelands Park	<ul style="list-style-type: none">• no direct or indirect relationship to Shoreline Park goals and objectives• existing parkland probably not sufficient; may require purchase of private property• no demonstrated need within City• incompatibility with nearby residences (noise, visual)• difficulty justifying the need to fill jurisdictional wetlands
Soccer Fields with Concession Area	Tidelands Park	<ul style="list-style-type: none">• existing parkland not sufficient; requires purchase of private property• would only accommodate one soccer field (assuming private property were acquired)• usability of field questionable because of conflicts with power

TABLE: ALTERNATIVES SUMMARY

Program Feature	Locations Evaluated	Considerations Leading to Elimination from Shoreline Parks Program
		<ul style="list-style-type: none">• difficulty justifying the need to fill jurisdictional wetlands

TABLE: ALTERNATIVES SUMMARY

Program Feature	Locations Evaluated	Considerations Leading to Elimination from Shoreline Parks Program
Mountain Bike Use Area: 1 acre	Seal Point Park	<ul style="list-style-type: none">• no direct or indirect relationship to Shoreline Park goals and objectives• erosion potential adjacent wetlands• dust control• potential for exasperating use conflicts on nearby trails• no room for expansion or formal events (based on need expressed requested at public review meetings)• conflict with parking
Windsurfing Assess / General Parking / Group Use / Open Plan	Seal Point Park Plateau	<ul style="list-style-type: none">• reduced recreation experience created by the general presence of a large number of automobiles (sights and sounds)• views from J. Hart Clinton Drive• reduction of open space values inherent in Shoreline Park goals and objectives• need for infrastructure (electrical, water, sewer, irrigation) and potential for differential settlement atop landfill
Large Environmental Playground: 1 acre	Ryder Park	<ul style="list-style-type: none">• lack of parking• conflict with local neighborhood use

APPENDIX

G

EXISTING AND PROPOSED WATERS OF THE UNITED STATES

November 20, 2000

APPENDIX

D

NORFOLK BRIDGE PROJECT CULTURAL RESOURCE REVIEW

November 20, 2000

November 20, 2000

APPENDIX

F

**SHORELINE PARKS
MASTER PLAN
TRANSPORTATION ASSESSMENT**

November 20, 2000

APPENDIX

G

EXISTING AND PROPOSED WATERS OF THE UNITED STATES

November 20, 2000

November 20, 2000

CHAPTER

3

MITIGATED NEGATIVE DECLARATION

3.1 INTRODUCTION

As required by the California Environmental Quality Act (CEQA), the City of San Mateo assessed the potential environmental impacts of the Shoreline Parks Master Plan. This Mitigated Negative Declaration was prepared based on the assessment presented in the Initial Study.

Project Description (see also Chapter 2)

In 1998, the City of San Mateo Parks and Recreation Department began a integrated park planning and environmental review process to prepare a Master Plan for the parks and open space areas (i.e., Shoreline Parks) along its San Francisco Bay shoreline. The Shoreline Parks Master Plan, as presented in Chapter 2, includes conceptual plans to improve existing parks, trails, and facilities and to create additional active and passive recreation and outdoor-education facilities. The Master Plan also includes designs to expand and enhance wildlife and wetland habitat.

Environmental Determination

The Initial Study (attached) was prepared to assess the potential effects of the Shoreline Parks Master Plan as presented in Chapter 2 on the environment in the project area. The Initial Study was based on baseline information taken from the Shoreline Parks Master Plan Research and Analysis Report (2M

Associates et. al. 1999) and other sources listed in Section 4.18.

Based on the analysis presented in the Initial Study, the proposed project and related actions would have less-than-significant effects or no impacts in the areas of:

- Aesthetic Resources
- Agricultural Resources
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Services

With mitigation, the project would have less-than-significant impacts on:

- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise

The impacts identified as potentially significant could be mitigated to avoid the impact or reduce it to a less-than-significant level. The potential impacts and mitigation measures for the project are described below.

Air Quality

Dust and exhaust emissions would be produced during the construction phase of the project. Effects on air quality would thus be short-term. Because the project would likely be built in many stages over time,

impacts would also be highly local on different portions of the site and distributed over periods of time. Mitigation Measure 2.3.1 shall be implemented to mitigate potential impacts to a less-than-significant level.

**Mitigation
Measure 4.2.3-1**

Standard construction conditions of approval from the City of San Mateo Public Works and Building Departments shall be followed. In addition, prior to site grading, a grading plan shall be submitted to the City for review. The grading plan shall include measures to reduce emissions from construction equipment and wind blown soils that will include, but not be limited to: twice-daily watering of disturbed soils as necessary during dry periods, proper maintenance of construction equipment, and other Best Management Practices to reduce windblown dust. The grading plan shall be followed for all construction activities for the project.

**Biological
Resources**

Though not observed during surveys conducted for the Master Plan unlikely to be present, the Point Reyes bird's beak may occur within the salt marsh areas of the Bay Marshes. Project construction within the Bay Marshes for the proposed point-access trail or extended drainage channel could disturb the plant. This impact would be significant. Measure 4.2.4-1 described below would reduce would reduce potential disturbance to a less-than-significant level

**Mitigation
Measure 4.2.4-1**

To avoid impacts on Point Reyes bird's beak, a predisturbance survey should be conducted by a qualified botanist during the spring flowering period prior to any construction within the Bay Marshes to assess species presence. If found, the botanist, in consultation with the California Department of Fish and Game, will determine the extent of a construction-free buffer zone to be established or

suitable methods to avoid or relocate plants as appropriate.

Potential nesting and wintering habitat exists for the California clapper rail within Bay Marshes area. If project construction occurred during the breeding season, clapper rails could be disturbed. Disturbance could lead to nest abandonment. This impact would be significant. Mitigation Measure 4.2.4-2 described below would reduce this potential impact to a less-than-significant level.

**Mitigation
Measure 4.2.4-2**

Improvements to the trail and construction of fencing on the west side of the Bay Marshes and extension of an existing drainage channel fencing on the east side of the Bay Marshes shall be conducted from September 1 through January 31, outside of the breeding period of the California clapper rail.

Northern harriers have been observed nesting in the non-tidal salt marsh within Seal Point Park. Project construction during the breeding season could cause harriers to abandon an active nest, which would be a significant impact. In addition, suitable habitat exists within the project area for Cooper's hawk and White-tailed kite. Mitigation Measure 4.2.4-3 described below would reduce these potential impacts to a less-than-significant level.

**Mitigation
Measure 4.2.4-3**

A predisturbance survey should be conducted by a qualified ornithologist or wildlife biologist to assess the presence of nesting Cooper's hawk, White-tailed kite, and Northern harrier prior to any construction within the Project Area. This survey should be conducted no more than 14 days prior to the initiation of construction activities during the early part of the breeding season (February through

April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). If an active nest is found close enough to the construction area to be disturbed by the proposed activities, the biologist, in consultation with the California Department of Fish and Game, will determine the extent of a construction-free buffer zone to be established around the nest.

The Bay Marshes provide potential salt marsh harvest mouse habitat. Any construction in the Bay Marshes could impact this habitat. The loss of occupied salt marsh harvest mouse habitat would be a significant impact. Mitigation Measure 4.2.4-4 described below would reduce this potential impact to a less-than-significant level.

**Mitigation
Measure 4.2.4-4**

The City shall work with the California Department of Fish and Game and the U.S. Fish and Wildlife Service to develop a construction plan for the point-access trail improvements, fencing, and extension of the tidal channel in Bay Marshes that will avoid direct impacts to the salt marsh harvest mouse, which may occur in or near the construction area.

Cultural Resources

There is a moderate potential for disturbance to archaeological resources in bay mud near the edge of the bay, especially near historic drainage channels, as a result of construction of the proposed project facilities. Mitigation Measures 4.2.5-1 and 4.2.5-2 shall be implemented to mitigate potential impacts to a less-than-significant level.

**Mitigation
Measure 4.2.5-1**

During excavation, construction personnel shall look out for buried archaeological resources and human remains. If these resources are discovered, construction shall cease in that area until a qualified archaeologist has studied the resources.

All identified archaeological sites shall be evaluated using the California Register of Historical Resources criteria. The archaeologist shall identify the proper course of action to reduce project impacts on cultural resources. This shall include studying and reporting on the site to ensure that data is available to future researchers. Material recovered shall be donated to an appropriate repository for future study. Project personnel should not collect cultural resources, including prehistoric (chert, obsidian flakes or points, mortars, pestles) or historic resources.

**Mitigation
Measure 4.2.5-2**

If prehistoric archaeological deposits that include human remains or objects considered "cultural items" according to the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during construction, the County Coroner shall be notified immediately and NAGPRA regulations shall be followed. If the remains are identified as American Indian, the tribe(s) shall be notified within one (1) working day and consultation will be initiated. Project activities may resume 30 days after notifying the tribe(s). Repatriation of the other categories of items (funerary objects, sacred objects, and cultural patrimony) shall be based on evidence that indicates whether or not the original acquisition of the object was from an individual that had the authority to separate the item from the tribal group.

Geology and Soils

No faults are known to exist in the project area, so ground rupture is not expected. The project is located in an area subject to ground shaking, liquefaction, and subsidence. The project includes the construction of a few small foundations and structures. With the implementation of Mitigation Measure 4.2.6-1, these facilities would be designed and built to withstand these hazards.

**Mitigation
Measure 4.2.6-1**

The site-specific geotechnical and engineering studies prepared by the City for all project

facilities shall include a soil investigation and designs to minimize structural damage or hazards to people from ground shaking or liquefaction during an earthquake. All foundations shall conform with the requirements of the Uniform Building Code, other standard conditions of approval of the City of San Mateo, and be designed by a licensed engineer.

Although the erosion potential on the site is low, any soil erosion into sensitive wetlands adjacent to construction could be significant. Mitigation Measure 4.2.6-2 shall be implemented to offset this potential impact.

**Mitigation
Measure 4.2.6-2**

Prior to ground disturbance, a grading plan shall be submitted to the City for review. The grading plan shall include a construction erosion control plan with Best Management Practices designed to minimize sediment in site runoff during construction. These measures shall include: limiting the size of areas disturbed, watering of disturbed soils twice daily, avoiding long unbroken flow paths, making drainage swales broad and flat, routing off-site drainage around newly disturbed areas, directing sediment into sediment control basins, using energy dissipaters, and maintaining facilities on a daily basis. This plan shall be implemented during project construction.

**Hazards and
Hazardous
Materials**

The potential exists that soils imported for placement at Tidelands Park could contain substances defined as toxic or hazardous to humans. To ensure that the soils at Tidelands Park are safe for human activity, the following Mitigation Measure shall be implemented to adequately mitigate any potential impact.

**Mitigation
Measure 4.2.7-1**

The City shall require that all soils imported for placement at Tidelands Park be analyzed to ensure that there is no presence of chemicals or toxic

materials that would exceed accepted standards. The City shall coordinate any such analysis with the San Mateo County Department of Environmental Health Services to establish an appropriate exposure standard for Tidelands Park.

Hydrology and
Water Quality

To ensure that the intended benefit of constructed water quality ponds is maintained in perpetuity, the following Mitigation Measure shall be implemented to adequately mitigate any potential impact.

Mitigation
Measure 4.2.8-1

The City shall maintain water quality ponds from storm water runoff. Procedures and practices shall, at a minimum, conform with the *San Mateo Countywide Stormwater Pollution Prevention Program (STOPP) Performance Standards for Maintenance of Storm Water Facilities*. In this case, water features shall be inspected annually prior to the wet season, shortly after the first storm, and once during the early summer. Inspections will determine the frequency for sediment removal and other routine maintenance such as cleaning up of trash and debris, and resolving problems with erosion control, weeds, odors and algae.

During construction, sediment runoff could reduce water quality. In addition, runoff from the use of fertilizers, herbicides, and pesticides could degrade water quality. After implementation of Mitigation Measure 2.8.1, the project would not provide substantial additional sources of polluted runoff.

Mitigation
Measure 4.2.8-2

The City shall employ integrated pest management (IPM) principles for all pest (including weed) control activities at the Shoreline Parks. Procedures and practices shall, at a minimum, conform with the *San Mateo Countywide Stormwater Pollution Prevention Program (STOPP) Performance Standards for Pesticide Usage and Integrated Pest Management*.

Noise The project would temporarily raise noise levels during construction. Mitigation Measure 4.2.11-1 shall be implemented to mitigate potential impacts to a less-than-significant level.

Mitigation Measure 4.2.11-1 **Noise control equipment shall be used on construction equipment (e.g., mufflers) to reduce noise levels. Construction hours shall be limited to weekdays between 7:30am and 6pm where housing is adjacent to construction.**

Based on the analysis of the Initial Study and the mitigation measure identified therein, and incorporated into the project, I find that the project will not have a significant effect on the environment.

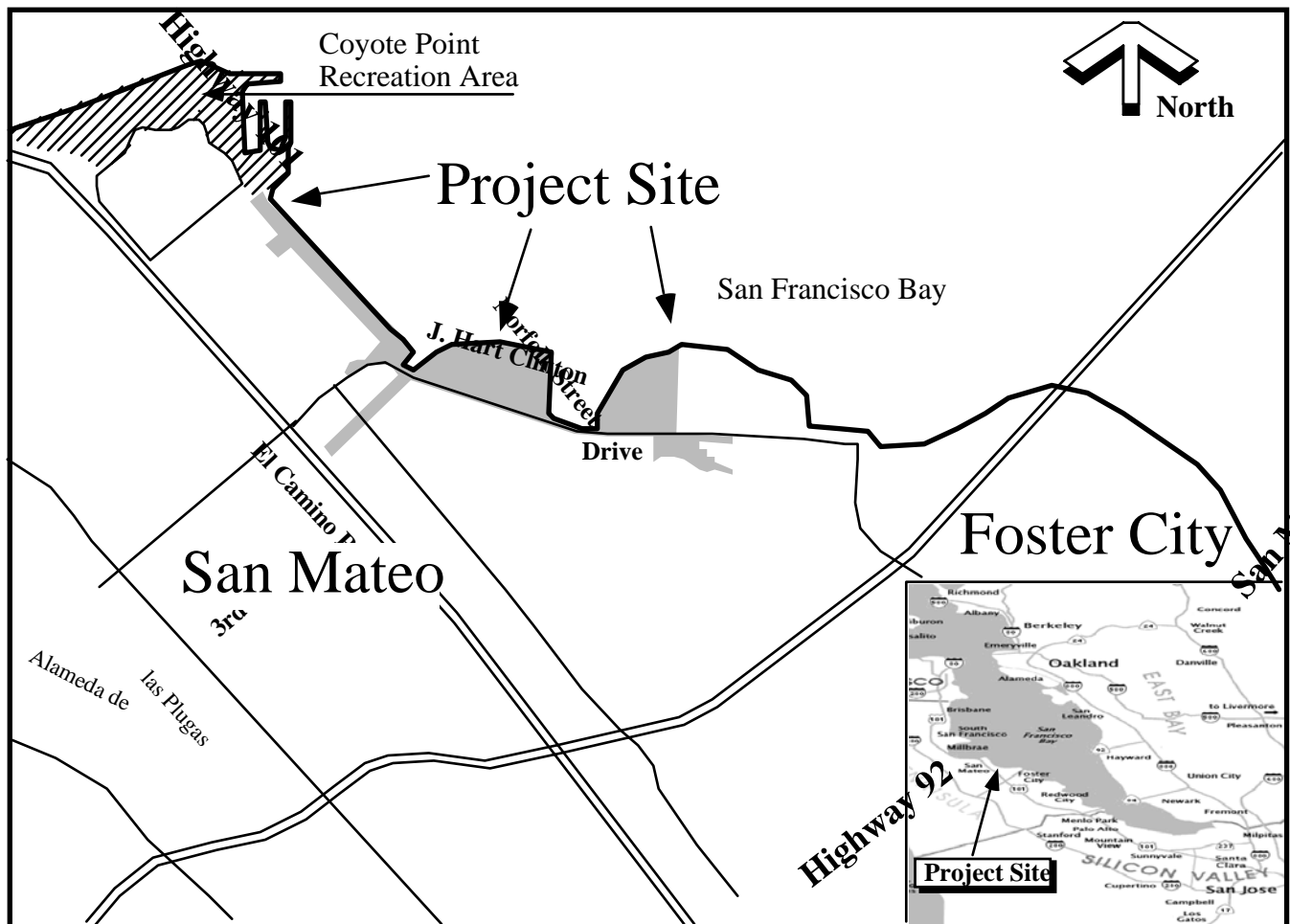
Signature

Date

INITIAL STUDY

4.1 INTRODUCTION

In 1998, the City of San Mateo began planning for its parks and open spaces located along the San Francisco Bay shoreline (see below and Section 1, Figure 1). The process used was a cyclical approach integrating site planning with environmental analysis. This Draft Initial Study (IS) describes the potential environmental impacts of the Shoreline Parks Master Plan.



4.1.1 METHODS

Data Collection and Analysis

Much of this Initial Study is based on baseline data documented in the Research and Analysis Report for this project (February 22, 1999). This report contains detailed studies of the land use, recreational use, hydrologic, and biological resources (e.g., plants, wildlife, and wetlands) of the area. Additional data were obtained from the sources listed at the end of the IS. Numbers in parentheses at the end of sub-sections refer to the corresponding source(s) used in the Initial Study

analysis. To ensure that the appropriate data were collected for the Research and Analysis Report, field meetings and workshops were held in early 1999 with the following regulatory agencies:

- U.S. Army Corps of Engineers, San Francisco District
- U.S. Fish and Wildlife Service
- U.S. Environmental Protection Agency
- National Marine Fisheries Service
- California Department of Fish and Game
- San Francisco Bay Conservation and Development Commission

This IS includes an analysis of the project with mitigation measures incorporated into it. The goal was to incorporate as much mitigation into the project as possible. Where the project includes sufficient mitigation to reduce project impacts to below significance, the box "Less than Significant Impact" is checked. Only when additional mitigation measures not included in the project are required to reduce impacts, is the box corresponding with "Less Than Significant with Mitigation Incorporation" checked.

4.1.2 OTHER PROJECTS IN MASTER PLAN AREA

RELATIONSHIP WITH OTHER PROJECTS

Two other projects sponsored by the City of San Mateo are within the project area for the Shoreline Park Master Plan. Each is described briefly below.

East Third Avenue Landfill Closure Plan

A non-active municipal landfill is located within the Shoreline Park Master Plan planning area. This

landfill is adjacent to J. Hart Clinton Drive (formally East Third Avenue) in Seal Point Park.

In 1993 the City of San Mateo prepared an Initial Study/Mitigated Negative Declaration (IS/MND) for the closure and post-closure maintenance of the East Third Avenue Landfill. At that time it was believed that the limits of the landfill encompassed 31.6 acres. In 1999 the limits of the landfill were expanded by 12.4 acres of landfill in the area of a PG&E easement. An IS/MND was prepared to analyze the impacts of closure to the recently discovered 12.4 acres of landfill area (MHA 2000). That IS/MND is intended to serve as a supplement to the IS/MND prepared by the City in 1993.

The current Draft Shoreline Parks Master Plan includes roadway access to the plateau of the landfill. This access would be built as part of the closure of the landfill. The environmental analysis of the landfill in this document is limited to issues related to surface use.

**San Mateo Creek
Flood Control
Project**

The City of San Mateo Public Works Department is evaluating ways to provide freeboard to the flood capacity of San Mateo Creek. This review was prompted by the flood delineation program of the Federal Emergency Management Agency. As part of that project, the City will construct concrete walls on top of the levees adjacent to the creek. The walls will be approximately one to three feet high. In addition,

the Norfolk Street Bridge will be reconstructed to raise the height of the bridge approximately 1 foot. A separate Initial Study (MHA 1999) for this flood control project was prepared. Although the IS for Shoreline Parks does not address the impacts of this flood control project, it was taken into consideration during the design of the Master Plan.

4.1.3 INTENDED USE OF THE INITIAL STUDY

The intended uses of this IS are to:

- Identify any environmental impacts of the Master Plan
- Identify opportunities to refine the Master Plan to further reduce environmental impacts through mitigation.

The purpose of the Shoreline Parks Master Plan is to provide a blueprint for the future of the City of San Mateo's system of Shoreline Parks. Nine broad goals for the park system include:

- Opportunities for outdoor recreation and education
- Ecological enhancement
- Access
- Timelessness of a tidal environment
- Bayside image
- Balanced development that avoids overcrowding
- Design unity
- Quality over the long-term
- Safety

4.1.4 SUMMARY OF ENVIRONMENTAL EFFECTS

Introduction This section provides a summary of the environmental effects of the proposed Project. For more detail, see the Initial Study checklist.

The proposed project would have no impact on:

- Agricultural Resources
- Mineral Resources
- Population and Housing

The project would have beneficial impacts on:

- Aesthetic Resources
- Public Services

- Recreation

The project would have less-than-significant impacts on:

- Land Use and Planning
- Hazards and Hazardous Materials
- Utilities and Services
- Transportation and Traffic.

With mitigation, the project would have less-than-significant impacts on:

- Air Quality
- Biological Resources
- Geology and Soils
- Hydrology and Water Quality
- Cultural Resources
- Noise

Below is a summary of the environmental issues for which mitigation would be required and is included: air quality, biological resources, geology and soils, cultural resources, noise, and hydrology and water quality.

EFFECTS LESS THAN SIGNIFICANT WITH MITIGATION

Air Quality

Dust and exhaust emissions would be produced during the construction phase of the project. Effects on air quality would thus be short-term. Because the project would likely be built in many stages over time, impacts would also be highly local on different portions of the site and distributed over periods of time. As mitigation, a grading plan would be submitted to the City for review prior to site grading. The grading plan would include measures to minimize exhaust emissions from construction equipment and dust generation during construction

**Biological
Resources**

The proposed project would include substantial enhancement of the biological resources of the project area. Throughout the project area non-native plants would be removed and replaced with native species. Wetland enhancement is an important part of the project. Enhancement would include removal and control of exotic species, revegetating with native plants, improving the hydrologic regime, and expanding certain habitats (e.g., brackish marsh).

**Special-status
Species**

Because habitats in the project area would be enhanced, there would be beneficial effects to special-status raptors and most other wildlife. Impacts may occur to special-status species in tidal salt marsh habitat in Bay Marshes; however, with mitigation, these impacts would be less than significant. Fencing will be installed to prohibit access to sensitive natural communities where trails are adjacent to such habitats (e.g., Bay Marshes, Bayfront Nature Area).

The project would not substantially interfere with the movement or use of the project area by any native resident or migratory fish or wildlife species, including the steelhead trout. The project would enhance potential wildlife corridors by enhancing sensitive habitat.

Geology and Soils

No faults are known to exist in the project area, so ground rupture is not expected. The project is located in an area subject to ground shaking, liquefaction, and subsidence. The project includes the construction of a few small foundations and

structures. With mitigation, these facilities would be designed and built to withstand these hazards. Soils at the project site are unknown at this time but rest on bay mud and consist of recent fill of unknown origin. As mitigation, geotechnical surveys would be conducted prior to construction in areas where structures would be built. If expansive soils are found, mitigation will require that foundations be designed to address this concern.

Although the erosion potential on the site is low, any soil erosion into sensitive wetlands adjacent to construction could be significant. Mitigation to offset this potential impacts includes preparation, review, and implementation of grading plans that include Best Management Practices to minimize erosion.

**Hydrology and
Water Quality**

During construction, sediment runoff could reduce water quality. In addition, runoff from the use of fertilizers, herbicides, and pesticides could degrade water quality. After mitigation, the project would not provide substantial additional sources of polluted runoff.

Cultural Resources

There is a moderate potential for disturbance to archaeological resources in bay mud near the edge of the bay, especially near historic drainage channels, as a result of construction of the proposed project facilities. During construction, excavation in areas that may contain archaeological resources will be monitored. If archaeological resources are identified during excavation, construction will be stopped until

an archaeologist can study the resource and recommend appropriate mitigation measures.

Noise The project would temporarily raise noise levels during construction. To reduce noise levels as mitigation, construction equipment would be properly equipped (e.g., mufflers) and maintained or their operations restricted (e.g., limits on work to weekdays and daylight hours adjacent to houses). Recreational use of the area will increase with project implementation. The increase in use could increase ambient noise levels, but the increase would be periodic and would not substantially change the nature of the noise at the site

4.1.5 CONCLUSION

This Initial Study is intended to describe and evaluate the key environmental issues associated with implementation of the Shoreline Parks Master Plan. All environmental impacts associated with implementation of the plan would be less than significant with the incorporation of mitigation measures. Mitigation measures are intended to reduce potentially significant environmental impacts and are included in the IS.

4.2 ENVIRONMENTAL CHECKLIST

The California Environmental Quality Act (CEQA) Guidelines Appendix G, Environmental Checklist Form (1998) was used for this IS to determine the environmental impacts of the project. The checklist includes environmental setting (i.e., regulatory and local) and discussion sections for each parameter with mitigation measures added when necessary to reduce impacts.

The analysis of the project's environmental impacts is based on data gathered for this project and other related documents. The Research and Analysis Report for Shoreline Parks Master Plan (1999) contains studies of the land use, recreational use, hydrologic, and biological resources that were used to determine project effects. Additional data were obtained from the sources listed at the end of the checklist. The sources of information used in the analysis of each section are referenced by numbers within brackets in the discussion (e.g., [1,2]). These sources are listed in Section 4.2.18.

4.2.1 AESTHETICS

Would the project:	Potentially Significant Impact	Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL SETTING

Regulatory Setting

The City of San Mateo General Plan (1995) contains several goals and policies aimed at preserving and improving the aesthetic qualities of San Mateo. Goals and policies relevant to the proposed project are summarized below:

Urban Design Element-Goal 1a: Establish a positive and distinctive City image by taking advantage of the natural setting and by developing and improving focal points, gateways, and major corridors.

- Policy U.D. 1.2: Preservation of Natural Focal Points. Preserve and enhance views of and access to the foothills and the Bay through the design of new development consistent with Shoreline Park Specific Plan.

- Policy U.D.1.3: Gateways. Develop gateways by creating strong architectural or landscape features exhibiting the character of San Mateo at the following locations: U.S. 101 and Third Avenue...Mariner's Island Boulevard and J. Hart Clinton Drive at the border of Foster City.
- Policy U.D. 1.5: Direct Corridors to Focal Points. Visually improve and direct focal points to the major corridors of Third Avenue...with the installation of street trees, street lights, and consistent building setbacks.
- Policy U.D. 1.7: Minor Corridors. Provide visual and pedestrian improvements on arterial streets such as...Mariner's Island Boulevard.

The Shoreline Park Specific Plan (City of San Mateo 1990) also contains relevant premises and goals for the aesthetic quality of the project area. They include:

- Premise H: Provide vista points between the Pacific Gas and Electric (PG&E) powerlines and the shoreline.
- Premise J: Recommend architectural standards to achieve a high level of visual quality.

Local Setting

The project area consists of a system of parks, located adjacent to residential areas, office buildings, and roadways. The area is bordered on the east by the San Francisco Bay and to the west by residential development, the Bayshore Freeway, and J. Hart Clinton Drive. The Poplar Creek Golf Course and Coyote Point Regional Park border the project area to the north. The project area consists of a variety of visual elements. Transmission towers, the Seal Point landfill, airplanes, and the PG&E and New Poplar pump stations lend a low scenic quality to the project area; however, features such as the marshes and the San Francisco Bay panorama lend a high scenic quality to portions of the area. Overall, the project site is somewhat visually degraded due to the lack of

improvements to the area and the degraded habitats in Seal Point Park and Tidelands Park.

ENVIRONMENTAL IMPACTS

**Discussion
Checklist
Item a)**

Small structures would be constructed throughout the project area including gates and gateways, fencing, bicycle racks, interpretive and directional signs, wind sculptures, telephones, drinking fountains, trash containers, and benches. Other small structures would be constructed at developed parks (Harborview, Ryder, and Tidelands Parks), including security lighting, restrooms, picnic tables, maintenance storage rooms, and barbeques. Shrubs and trees would be planted and solid fencing installed throughout the project area to screen nearby residences from Shoreline Parks. Structures would not impact scenic vistas at Harborview and Ryder Parks because these parks are currently developed. Structures constructed on the remainder of the site would not impact a scenic vista due to the limited size, low profiles, and nature of the structures and the substantial vegetation screening that will be employed to reduce effects on scenic views. [1,2,3,4]

Checklist Item b)

The proposed project would impact a few trees in the area. The trees that will be removed are not indigenous or specimen trees. The proposed project will replace these trees with new trees. The City's Site Development Code identifies all trees greater than 6" in caliper as major vegetation. During the detail design development phase for the Shoreline

Parks, existing trees will be assigned a value (LU, landscape unit value). The City's Landscaping Section of the Zoning Code requires that trees which are removed must be replaced by trees of an equal value.

No natural rock outcroppings exist in the project area. Historic buildings do not exist in the project area. No state scenic highway has views of this area. Public access will be controlled to protect scenic resources on the bay mud. [1,2,3,4]

Checklist Item c) The site is already somewhat visually degraded due to the lack of improvements to the area and the degraded habitats in Seal Point Park and Tidelands Park. The proposed project would enhance the visual quality of the site by revegetating the project area with native plants and shrubs and by the removal of exotic and nuisance vegetation. The existing drainage channel in the Bayfront Nature Area will also be enhanced to improve its aesthetic quality. Structures that would be constructed at the site would not degrade the existing character of the site due to their limited size and quantity. [1,2,3,4]

Checklist Item d) The proposed project includes construction of structures with security lighting, such as restrooms, that would not create substantial light or glare. Shoreline Parks will be managed for day use and security lighting will be installed for specific use areas and safety. Security lighting will be developed for the play area at Harborview Park and throughout Ryder Park. Additional security lighting will be placed at intersections and park vehicular entrances.

Security lighting with motion sensors will be placed at all restrooms and storage buildings and other locations as may be deemed necessary. All security lighting within Shoreline Parks will be shrouded and directed to avoid glare into residence and habitat areas. [2,3,4]

4.2.2 AGRICULTURE RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
--------------------------------	-----------------------------------------------------	------------------------------	-----------

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

Regulatory Setting

State law requires general plans to provide for the conservation, development, and utilization of natural resources, including soils. General plans must also provide for the comprehensive and long-range preservation and conservation of open space land, which includes agricultural and range lands. The

City of San Mateo does not include any agricultural lands, and General Plan goals and policies do not address agricultural lands.

Local Setting The harvesting of agricultural products provides significant economic benefit for the County of San Mateo. The two prominent sources of agricultural resources in the County are timber harvesting and grazing. San Mateo County contains 60,000 acres of commercially productive forests and 35,550 acres of grazing land (County of San Mateo General Plan 1986).

While the County of San Mateo contains abundant agricultural resources, the City of San Mateo does not possess active agricultural lands. The City is predominately comprised of residential uses (over 55 percent of the land area designated in the City of San Mateo Land Use Plan is designated for residential use). The area surrounding the project area is dominated by residential and recreational uses. Some commercial development exists along the southwestern edge of the project site.

ENVIRONMENTAL IMPACTS

- Discussion**
- Checklist Item a)** The project site is not considered Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No farmland would be converted to non-agricultural use. [1,3]
- Checklist Item b)** The project site is not zoned for agricultural use and a Williamson Act contract is not in place for the project area. [1,3]

- Checklist Item c)** The proposed project is not located near land that is considered farmland. The project would not result in the conversion of farmland to non-agricultural uses.
[1,3]

4.2.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. **Would the project:**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

Regulatory Setting Federal Government: The Federal Clean Air Act (CAA) requires the U.S. Environmental Protection Agency (EPA) to identify ambient air quality standards

(AAQS) to protect public health and welfare. Federal AAQS have been set for the following pollutants:

- Particulate matter less than 10 microns (PM₁₀)
- Carbon monoxide (CO)
- Oxides of nitrogen (NO_x)
- Ozone (O₃)
- Sulfur dioxide (SO_x)
- Lead (Pb)

These pollutants are called "criteria" pollutants because the standards satisfy criteria specified in the CAA.

Pursuant to the CAA, the EPA has classified air basins (i.e., distinct geographic regions) as either "attainment" or "non-attainment" for each criteria pollutant, based on whether or not the federal AAQS have been achieved. Some air basins have not received sufficient analysis for certain criteria air pollutants and are designated as "unclassified" for those pollutants. San Mateo County is located in the San Francisco Bay Area Air Basin. At the federal level, the Bay Area has been designated as attainment for CO, NO_x, SO₂, and Pb and as non-attainment for O₃ and PM₁₀ (BAAQMD 2000).

State Government: The California Air Resources Board (CARB) is the state agency responsible for regulating mobile source (vehicle) emissions and overseeing the activities of local air pollution control districts (APCDs). In addition, CARB has established state AAQS (see Table 4.2.3-1). The state AAQS are generally more stringent than the Federal AAQS. Under the California Clean Air Act (which was patterned after

the Federal CAA), areas have been designated as attainment, non-attainment, or unclassified with respect to state ambient air quality standards.

Local Government: The San Francisco Bay Area Air Basin is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The BAAQMD regulates air quality through its permit authority over most types of stationary emission sources and through its planning and review activities. The BAAQMD no longer monitors for lead in the air basin due to extremely low levels, and has ceased monitoring for SO₂ at selected monitoring stations in the air basin (such as the Redwood City Monitoring Station) for the same reason. At the state level, the Bay Area has been designated as attainment for CO, NO_x, SO₂, and Pb and as non-attainment for O₃ and PM₁₀ (BAAQMD 2000).

In response to the California Clean Air Act, the BAAQMD developed the Bay Area '94 Clean Air Plan (CAP). The CAP describes the Bay Area's current plans for meeting state clean air laws. The goal of the CAP is to improve air quality in the region, especially for ozone, through the year 2000 and beyond through tighter industry controls, cleaner cars and trucks, cleaner fuels, and increased commute alternatives. The '94 CAP includes an integrated set of transportation control measures (TCMs) designed to meet the specific needs of the Bay Area. Measures include improved bicycle access and facilities, mobility improvements, employer based trip

reductions, user incentives, and implementation support measures.

TABLE 4.2.3-1: STATE AND FEDERAL AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Period	California Standards ($\mu\text{g}/\text{m}^3$) ¹	Federal Standards ($\mu\text{g}/\text{m}^3$)
NO _x (as NO ₂)	1-hour	470.0	--
	Annual	--	100.0
SO ₂	1-hour	655.0	--
	3-hour	--	1300.0
	24-hour	105.0	365.0
	Annual	--	80.0
CO	1-hour	23,000.0	40,250.0
	8-hour	10,350.0	10,350.0
O ₃	1-hour	180.0	235.0
H ₂ S	1-hour	42.0	--
PM ₁₀	24-hour	50.0	150.0
	Annual	30.0	50.0
Pb	30-day	1.5	--
	Quarterly	--	1.5
Sulfates	24-hour	25.0	--

¹ $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter

SOURCE: BAAQMB 2000

Local Setting

The City of San Mateo is located on the western edge of the BAAQMD. Air quality measurements for the County of San Mateo are recorded at the Redwood City monitoring station. Standards for criteria air pollutants have not been violated over a three-year period, except for exceedances of O₃ and PM₁₀.

The project area is subject to relatively strong winds, particularly in the afternoon. Air quality in the project area is relatively good. The major sources of air emissions in the project vicinity are vehicles traveling on the Bayshore Freeway (located approximately 0.4 miles from the project area). A portion of the project area (31.8 acres in Seal Point Park) was the site of the East Third Avenue Landfill. Pursuant to the landfill closure plan, a gas monitoring system monitors landfill gas (methane) concentrations. According to the Air Quality Solid Waste Assessment Test Report for the site, minimal subsurface migration of methane gas has occurred at the landfill's perimeter (City of San Mateo 1993).

ENVIRONMENTAL IMPACTS

Discussion
Checklist Item a)

The land use of the project area would not change after project implementation (i.e., it would remain a park) and would therefore be consistent with the air quality plan for the Bay Area. [3,10]

Checklist Item b)

During the construction phase of the project, dust and exhaust emissions would be produced. Emissions during construction would be short-term and localized. Without mitigation, such impacts could result in short-term significant impacts because of frequent high winds in the project area. With mitigation, impacts to air quality from construction would be less than significant. After construction, slight increases in emissions are expected from the project from slight increases in traffic in the area.

These increased emissions would be minor and not significant. After mitigation, dust emissions from construction would not violate any air quality standard or contribute substantially to an existing projected air quality violation. [3,10,15]

**Mitigation
Measure 4.2.3-1**

Standard construction conditions of approval from the City of San Mateo Public Works and Building Departments shall be followed. In addition, prior to site grading, a grading plan shall be submitted to the City for review. The grading plan shall include measures to reduce emissions from construction equipment and wind blown soils that will include, but not be limited to: twice-daily watering of disturbed soils as necessary during dry periods, proper maintenance of construction equipment, and other Best Management Practices to reduce windblown dust. The grading plan shall be followed for all construction activities for the project.

Checklist Item c)

During the construction phase of the project, relatively small amounts of air emissions would be produced. Emissions during the construction phase would be short-term. Mitigation intended to reduce air emissions during construction (Mitigation Measure 4.2.3-1) would reduce the project's cumulative contribution to regional air quality problems to a less-than-significant level. Operational emissions associated with the project are expected to be minimal. [3,10,15]

Checklist Item d)

The proposed project would result in relatively small amounts of air emissions during the construction phase of the project. There would slightly greater air emissions from this project during operation due to slight increases in traffic in the area. Emissions produced during construction would not be substantial

and would be mitigated to less-than-significant levels (Mitigation Measure 4.2.3-1). With mitigation, sensitive receptors such as schools and parks, would not be exposed to substantial pollutant concentrations. [1,3,10]

Checklist Item e) The proposed project would not create objectionable odors. [1,3,10]

4.2.4 BIOLOGICAL RESOURCES

Would the project:	Potentially significant Impact	Significant with Mitigation Incorporatio	Less Than significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Significant with Mitigation Incorporatio	Less Than Significant Impact	No Impact
Would the project:				
of native wildlife nursery sites?				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

Regulatory Setting

Special-Status Species: Numerous plant and animal species have been given special status under federal or state endangered species legislation or have been otherwise designated as sensitive by state resource agencies. Recognized professional organizations such as the California Native Plant Society (CNPS) also promulgate lists of species-status species; these lists are recognized by responding agencies when reviewing environmental documents. Such species are referred to collectively as "special-status species."

Federal Endangered Species Act: Federally-listed threatened and endangered species and their habitats are protected under provisions of the Federal Endangered Species Act (FESA). "Take" under FESA

includes activities such as harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect. Harm specifically includes significant habitat modification or degradation. Activities that may result in take of individuals are regulated by the United States Fish and Wildlife Service. Candidates and species proposed for listing also receive special attention from federal agencies during their review.

California Endangered Species Act: State-listed rare, threatened, and endangered species are protected under provisions of California's Endangered Species Act (CESA). Activities that may result in take of individuals (e.g., "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") are regulated by the California Department of Fish and Game (CDFG). CDFG has interpreted take to include the destruction of nesting and foraging habitat necessary to maintain viable breeding populations of relevant state threatened or endangered species.

Species of Special Concern and Protected Species :

The CDFG has produced lists of "species of special concern" that serve as watch lists. Species on these lists either are of limited distribution or the extent of their habitats has been reduced substantially, such that threat to their populations may be imminent. Thus, their populations should be monitored. These species may receive special attention during environmental review, and may require mitigation under CEQA if impacts are

substantial. The California Fish and Game Code also provides lists of vertebrate species that are designated "fully protected." Such species cannot be taken or possessed without a permit.

Protection of Raptors: Birds of prey are protected in California under the California Fish and Game Code, section 3503.5. Under Section 3503.5, it is unlawful to take, possess, or destroy any raptors or owls or to take, possess, or destroy the nest or eggs of raptors or owls. Disturbance that causes nest abandonment or loss of reproductive effort is considered a taking by the CDFG. Construction disturbance during the breeding season can result in the incidental loss of fertile eggs or nestlings or otherwise lead to nest abandonment. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment is considered a significant impact.

Migratory Birds: The Federal Migratory Bird Treaty Act (16 U.S.C., Sec. 703, Supp. I) prohibits killing, possessing, or trading in migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs.

Migratory is defined broadly in the Act so that most native birds fall under its provisions. The Migratory Bird Treaty Act is typically applied on domestic projects to prevent injury or death of nesting birds and their chicks.

California Native Plant Society: Vascular plants may be listed as rare or endangered in the CNPS Inventory of Rare and Endangered Vascular Plants of California, even if those species are not listed under CESA or FESA. These species are categorized as follows:

- List 1B. Plants Rare, Threatened, or Endangered in California and elsewhere
- List 2. Plants Rare, Threatened, or Endangered in California, but more numerous elsewhere
- List 3. Plants About Which We Need More Information - A Review List
- List 4. Plants of Limited Distribution - A Watch List

Lists produced by CNPS go through extensive scientific review and are recognized by botanists with the state and federal government as authoritative. Under CEQA, plants on List 1B are treated as if they are state or federally listed.

Waters of the United States: U.S. Army Corps of Engineers (USACE) has jurisdiction over Waters of the U.S. under Section 404 of the Clean Water Act and navigable waters of the United States under Section 10 of the Rivers and Harbors Act of 1899. Waters of the U.S. (jurisdictional waters) under Section 404 include all waters used, or potentially used, for interstate commerce. Such waters include wetlands, tidal waters, tributary waters, and other waters such as lakes. Wetlands are defined as habitats that have three important characteristics: (1) hydrophytic vegetation, (2) hydric soils, and (3) wetland hydrology. Wetlands include marshes, meadows, swamps, bogs, floodplains, basins, and seeps. Wetlands may

also include less obvious areas such as seasonal ponds, seasonally-wet pastures, or seasonal meadows. Navigable waters of the U.S. subject to USACE jurisdiction under Section 10 include all lands below mean high water, including former tidal areas that are behind a dike but not yet filled above mean high water.

Project activities that will result in fill, dredging, destruction, or alteration of Waters of the U.S. must be in compliance with permit requirements of the USACE. The U.S. Coast Guard regulates development within navigable waters under Section 9 of the Rivers and Harbors Act. Section 9 requires authorization to construct any dam, dike, bridge, or causeway within a navigable water.

Fish and Game Code Section 1600 et seq: Activities that divert, obstruct, or change the natural flow or the bed, channel, or bank of any river, stream, or lake or that utilize any materials (including vegetation) from the streambed are subject to CDFG jurisdiction pursuant to Sections 1600 through 1607 of the California Fish and Game Code. Depending on the proposed activities, CDFG may require a Lake/Streambed Alteration Agreement. CDFG may extend the definition of stream to include intermittent and ephemeral streams, rivers, creeks, dry washes, sloughs, and watercourses with subsurface flows. Canals, aqueducts, irrigation ditches, and other means of water conveyance can also be considered

streams if they support aquatic life, riparian vegetation, or stream-dependent terrestrial wildlife.

Local Setting

The project area is located on and adjacent to the San Francisco Bay shoreline. The project area contains five distinct plant communities: salt marsh, brackish marsh, freshwater marsh, non-native grassland, and disturbed areas. Three of these plant communities (salt marsh, brackish marsh, and freshwater marsh) are considered wetlands (2M Associates et al. 1999).

Wildlife habitat value in the project area ranges from limited to high. In general, the diversity of wildlife species that occur in the project area is relatively limited due to the extent of disturbance, the surrounding development, and the limited plant diversity in the project area. Areas with higher habitat values include the tidal mudflats adjacent to several components of the project site (Bayfront Nature Area, Seal Point Park, and Bay Marshes), the non-native grassland in Seal Point Park, the brackish marsh and north drainage channel of the Bayfront Nature Area, the tidal salt marsh of the Bay Marshes area, and San Mateo Creek. These areas are discussed in more detail below:

- Tidal mudflats in the project area provide foraging habitat for numerous species of wintering shorebirds and other water birds. Special-status species observed foraging in the tidal mudflats include the federally endangered California least tern and California brown pelican.

- Although the non-native grasslands in Seal Point Park are highly disturbed, the area contains relatively large patches of dense vegetation that are not adjacent to actively used trails. A large variety of small birds, mammals, and reptiles utilize this area, including the American kestrel, mourning dove, house finch, western meadowlark, Brewer's blackbird, black-tailed jackrabbit, gopher snake, and western fence lizard. Two-special status raptors, the northern harrier and peregrine falcon, have been observed in this area.
- Due to the presence of permanent water in the area, the north drainage channel and brackish marsh of the Bayfront Nature Area provide habitat for invertebrates and fish. In turn, these organisms provide a prey base for several species of birds, mammals, reptiles, and amphibians. In addition, the marsh may provide high tide roosting habitat for shorebirds and nesting sites for waterfowl.
- The tidal salt marsh of the Bay Marshes consists of extensive stands of cordgrass, with stands of pickleweed occurring between the cordgrass and upland sites. Wildlife species observed utilizing the Bay Marshes include great blue heron, black-bellied plover, and willet. The Bay Marshes could potentially provide nesting and foraging habitat for the federally- and state-listed California clapper rail and salt marsh harvest mouse. Other special-status species that could occur in the Bay Marshes include the California black rail and the salt marsh wandering shrew.
- San Mateo Creek contains permanent water that provides habitat for invertebrates and small fish. These organisms provide a prey base for predators. The narrowness of this habitat corridor, its urbanized setting, and the presence of residences within 50 feet of the area limit the value of the area to wildlife. Wildlife species observed in the San Mateo Creek area include snowy egret, Forster's tern, red-winged blackbird, and raccoon.

Numerous special-status plant and animal species have been identified that occur within the general vicinity of the project site. Due to the lack of suitable habitat, most of those species do not occur within the project boundaries. Table 4.2.4-1 describes the special-status species for which suitable habitat may occur within the project site and their potential for occurrence.

Areas subject to USACE Section 404 jurisdiction are found throughout the project site, with the tidal salt marsh in the Bay Marshes/Seal Cove area being the largest such area (See Appendix G). Other jurisdictional waters within the project site include non-tidal marsh, drainage channel/marsh, tidal brackish marsh/stream, and seasonal wetland. Although the site's wetlands contain similar dominant plant species, they differ substantially in their hydrologic regime--some wetland areas are fully exposed to the influence of the tide of the San Francisco Bay, while others have no tidal influence. Except for the landfill area and existing levees, virtually all of the project area falls below mean high water and is thus under USACE jurisdiction under Section 10 of the Rivers and Harbors Act. The bed and banks of San Mateo Creek are also subject to CDFG jurisdiction.

TABLE 4.2.4-1: SPECIAL STATUS SPECIES, THEIR STATUS, AND POTENTIAL FOR OCCURRENCE IN THE SHORELINE PARKS PROJECT SITE

Species	Status	Potential for Occurrence
Plants		
Point Reyes bird's beak (<i>Cordylanthus maritimus</i> <i>ssp. palustris</i>)	CNPS 1B	Suitable habitat may be present in salt marsh, but species not observed during surveys. Small populations may be present.
Marsh gumplant (<i>Grindelia stricta</i> var. <i>angustifolia</i>)	CNPS 4	Common in the project area at the upper margin of the salt marsh, including the small salt marshes near Coyote Pt. Recreation Area, the brackish marsh along San Mateo Creek, and Bay Marshes.
California sea-blite (<i>Suaeda californica</i>)	FE, CNPS 1B	This species is presumed extinct in the San Francisco Bay Area and was not observed during project surveys. A 1993 record exists from the landfill, but the species may have been misidentified or has since been extirpated. Presumed absent.
Fish		
Steelhead rainbow trout (<i>Oncorhynchus mykiss</i>)	FT (central coast ESU)	Records exist for rainbow trout in upper San Mateo Creek, but steelhead are absent (M. Roper, CDFG, pers. comm. April 7, 2000).
Amphibians		
California red-legged frog (<i>Rana aurora draytonii</i>)	FT, CSSC, SP	May occur in freshwater marsh at north end of Bayfront Nature Area, on the edge of the project site. Due to the small size and isolation of the area, presence is unlikely. No suitable habitat on-site.
Reptiles		
San Francisco garter snake (<i>Thamnophis sirtalis</i> <i>tetrataenia</i>)	FE, SE, SP	Possible, but not likely, in and near the small freshwater marsh near the PG&E substation, on the edge of the project site.
Birds		
California brown pelican (<i>Pelecanus occidentalis</i> <i>californicus</i>)	FE, SE, SP	Observed in the bay east of the project area. Brown pelicans may forage east of the proposed PB&E boardwalk enhancements. The species does not nest in the San Francisco Bay Area.
White-tailed kite (<i>Elanus caeruleus</i>)	SP	Trees on and adjacent to the project site provide potential nesting habitat.
Northern harrier (<i>Circus cyaneus</i>)	CSSC	Has been observed nesting in diked salt marsh in Seal Point Park. Suitable foraging habitat exists within the project site.

Species	Status	Potential for Occurrence
Cooper's hawk (<i>Accipiter cooperii</i>)	CSSC	Potential forager. Trees on and adjacent to the site provide potential nesting habitat.
Merlin (<i>Falco columbarius</i>)	CSSC	Winter visitor and could potentially forage throughout project area..
American peregrine falcon (<i>Falco peregrinus anatum</i>)	SE, SP	Observed foraging in Seal Point Park. Nesting habitat does not occur on the project site.
California black rail (<i>Laterallus jamaicensis coturniculus</i>)	ST, SP	Not likely to nest in project area due to lack of suitable habitat. The Bay Marshes area provides potential wintering habitat.
California clapper rail (<i>Rallus longirostris obsoletus</i>)	FE, SE, SP	Potential nesting and wintering habitat within the cordgrass and pickleweed marsh in the Bay Marshes area.
Western snowy plover (<i>Charadrius alexandrinus nivosus</i>)	FT, CSSC	Potential foraging habitat on the tidal mudflats adjacent to the project site. Not expected to nest within the project area due to the lack of suitable habitat that is protected from human disturbance.
California least tern (<i>Sterna antillarum browni</i>)	FE, SE, SP	Observed roosting and foraging on tidal mudflat east of Bayfront Nature Area. Not expected to nest within the project area due to the lack of suitable habitat that is protected from human disturbance.
Burrowing Owl (<i>Athene cunicularia</i>)	CSSC	Unlikely due to the lack of ground squirrel burrows, although manmade cavities such as culverts could provide burrow sites. Suitable foraging habitat exists.
Saltmarsh common yellowthroat (<i>Geothlypis trichas sinuosa</i>)	CSSC	Possible, but unlikely, nesting species in the Bay Marshes due to the small, isolated, and highly disturbed habitat.
Alameda song sparrow (<i>Melospiza melodia pusillula</i>)	CSSC	Although potential habitat occurs in the Bay Marshes, the species is unlikely because the potential habitat is small, isolated, and highly disturbed.

Mammals

Salt marsh wandering shrew (<i>Sorex vagrans halicoetes</i>)	CSSC	Possible within the Bay Marshes.
Salt marsh harvest mouse (<i>Reithrodontomys raviventris</i>)	FE, SE, SP	Surveys conducted in July 1999 determined that the species is absent from Seal Point Park. Salt marsh harvest mice may be present in the Bay Marshes; however, that area only has small amounts of potential habitat.

SOURCE: 2M Associates et al. 1999;

Legend

FE = Federal endangered species

FT = Federal threatened species

SE = State endangered species

ST = State threatened species

CSSC = California Species of Special Concern

SP = State protected species

CNPS 1B = Plants considered by CNPS to be rare, threatened, or endangered in California and elsewhere

CNPS 4 = Plants of limited distribution—a watch list

ENVIRONMENTAL IMPACTS

**Discussion
Checklist Item a)**

As described in Table 4.2.4-1, California sea-blite and steelhead are absent from the project site and vicinity and would thus not be affected by the proposed project. Although unlikely, Point Reyes bird's beak may occur within the salt marshes. If it should occur near the locations for the proposed point-access trail or extended drainage channel within the Bay Marshes, Mitigation Measure 4.2.4-1 described below would reduce potential disturbance to a less-than-significant level.

The California red-legged frog and San Francisco garter snake may occur in habitat on the edge of the project area near the PG&E substation. This area would not be directly impacted by the project and is already marginal due to existing disturbance and isolation from other suitable habitat. The project would expand the marsh habitat south of the substation, and low fencing and vegetation screening

would control public and dog access to the channel. If present in these areas adjacent to the project, neither species would be adversely affected by the project.

The Bay Marshes area contains the highest value habitat for special-status species. Black rails, clapper rails, saltmarsh common yellowthroats, Alameda song sparrows, salt marsh wandering shrews, and salt marsh harvest mice may occur in the area's salt marshes, snowy plovers and least terns can forage in the area's mudflats, and brown pelicans may feed just east of the mudflats. These habitats are not pristine, however, due to non-native cordgrass, uncontrolled entry by humans and dogs, and the general developed nature of the surroundings. The old levee that would be improved for interpretive point access is currently used by the public. Although improving the existing trail on that levee would increase the concentration of visitors in the levee's immediate vicinity, access to the surrounding salt marshes and mudflats would be limited by low fencing, signs, and extension of an existing drainage channel near the Foster City boundary (see Master Plan). Existing access from the east side of Bay Marshes would be controlled through low fencing and the extension of an existing channel thus reducing uncontrolled public and dog use of the marsh and benefiting the area for special-status species. Invasive non-native cordgrass would be removed and controlled, which would also benefit special-status

species such as clapper rails. Vegetation screening would also discourage access by dogs and humans into sensitive wetland habitats. If the Master Plan results in increased visitor use of the Bay Marshes area, the features described above would reduce this potential impact to a less-than-significant level.

If project construction occurred during the breeding season, however, clapper rails could be disturbed. Disturbance could lead to nest abandonment. This impact would be significant. Mitigation Measure 4.2.4-2 described below would reduce this potential impact to a less-than-significant level.

Seal Point Park provides the best habitat within the project area for foraging special-status raptors (such as northern harriers and peregrine falcons) because it contains large areas of non-native grasses that are not improved for human access. Although the site is closed to the public, it is used informally for hiking, jogging, mountain biking, and other activities. The proposed project would increase site use due to the gravel access road, temporary parking, and development of numerous trails. If vehicular access is limited to weekdays, use of the plateau would be reduced. The dog park would create intensive use of a limited portion of the area by humans and dogs, but the dog park would be fenced to prevent dogs from roaming throughout the landfill area and adjacent wetlands. The dog park parking area itself is not fenced, but posted signs would inform visitors of leash restrictions outside of the fenced dog use

area. As evidenced by the informal trails, dogs currently have access to the entire landfill. The addition of fencing, signs, and an easily accessible open dog play area should minimize off-leash dog intrusion into the remaining habitat. The project would benefit the overall value of the Seal Point Park habitat for foraging raptors due to the creation of herbaceous meadows and introduction of burrowing owls.

Northern harriers have been observed nesting in the non-tidal salt marsh within Seal Point Park and could nest in the non-native grasslands in the park. Cooper's hawk, white-tailed kite, and northern harrier could nest in Seal Point Park, and possibly other portions of the Master Plan project area based on the presence of suitable habitat. Project construction during the breeding season could cause these species to abandon an active nest, which would be a significant impact. Mitigation Measure 4.2.4-3 described below would reduce this potential impact to a less-than-significant level. Fencing proposed by the project would reduce incidents of dogs disturbing nesting harriers. [4, 14, 17]

With the exception of the extended drainage channel in the Bay Marshes, the proposed project would not directly impact any salt marsh habitat. The Bay Marshes provide potential salt marsh harvest mouse habitat, and no surveys were conducted to determine presence or absence in that area. Construction in the

Bay Marshes on the bayside of the levee could remove potential salt marsh harvest mouse habitat. The loss of occupied salt marsh harvest mouse habitat would be a significant impact. Mitigation Measure 4.2.4-4 described below would reduce this potential impact to a less-than-significant level. In a letter to Dan Buford of the USFWS dated December 6, 1999, Steve Granholm of LSA confirmed that no salt marsh harvest mice were captured during protocol-level surveys conducted at Seal Point Park. Based on previous agreement with the USFWS and CDFG, LSA concluded that salt marsh harvest mice are absent from Seal Point Park.

Some marsh gumplants may be removed for construction of the point-access trail through the Bay Marshes to the interpretive point station. Although adverse, this impact would not be significant because of the species' abundance in the project area, low status (California Native Plant Society List 4), and ability to colonize disturbed areas adjacent to tidal salt marshes.

**Mitigation
Measure 4.2.4-1**

To avoid impacts on Point Reyes bird's beak, a predisturbance survey should be conducted by a qualified botanist during the spring flowering period prior to any construction within the Bay Marshes to assess species presence. If found, the botanist, in consultation with the California Department of Fish and Game, will determine the extent of a construction-free buffer zone to be established or suitable methods to avoid or relocate plants as appropriate.

**Mitigation
Measure 4.2.4-2**

Improvements to the trail and construction of fencing on the west side of the Bay Marshes and extension of

an existing drainage channel fencing on the east side of the Bay Marshes shall be conducted from September 1 through January 31, outside of the breeding period of the California clapper rail

**Mitigation
Measure 4.2.4-3**

A predisturbance survey should be conducted by a qualified ornithologist or wildlife biologist to assess the presence of nesting Cooper's hawk, White-tailed kite, and Northern harrier prior to any construction within the Project Area. This survey should be conducted no more than 14 days prior to the initiation of construction activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). If an active nest is found close enough to the construction area to be disturbed by the proposed activities, the biologist, in consultation with the California Department of Fish and Game, will determine the extent of a construction-free buffer zone to be established around the nest.

**Mitigation
Measure 4.2.4-4**

The City shall work with the California Department of Fish and Game and the U.S. Fish and Wildlife Service to develop a construction plan for the point-access trail improvements, fencing, and extension of the tidal channel in Bay Marshes that will avoid direct impacts to the salt marsh harvest mouse, which may occur in or near the construction area.

Checklist Item b)

The only facilities or modifications proposed to San Mateo Creek are two bridges: one at the mouth of San Mateo Creek and another between Rand Avenue and the existing creek trail. The bridges would be pre-fabricated and set on footings, creating an approximately 12-foot wide shadow over the creek. No riparian vegetation would be removed to build either bridge, and the small shadow cast by either bridge would not interfere with vegetation growth along the

channel. Habitat along San Mateo Creek would be enhanced through removal of invasive, non-native cordgrass and planting of native trees. Sensitive wetland habitats are found throughout the project area. Impacts to these habitats are discussed in the next answer. No other sensitive habitats are present in the project area. [1,3,4]

Checklist Item c) Wetland habitats as defined by Section 404 of the Clean Water Act are found throughout the project area and include habitats such as freshwater marsh, tidal salt marsh, tidal brackish marsh, and seasonal wetlands. Impacts to wetlands would be primarily within three sites: Bayfront Nature Area, Bay Marshes, and Tidelands Park. In addition, approximately 0.07 acres (3250 square feet) of tidal mudflat / open water will be shaded by two new San Mateo Creek trail bridge crossings and the enhancement of two existing PG&E maintenance access boardwalks. (See also Appendix G).

Bayfront Nature Area: In the Bayfront Nature Area the existing narrow drainage channel (1.4 acres) would be substantially improved through an increase in tidal input, channel width, and channel meandering. All 1.4 acres of brackish wetlands would be temporarily disturbed during recontouring but would be replaced, and an additional 2.2 acres of drainage channel and marsh would be created from upland habitat. Channel depths would be designed to create a combination of open water with bands of marsh vegetation along the edges, bordered by willows and other locally native

shrubs. Habitat diversity would be substantially increased by planting willows and other riparian and wetland shrubs between the adjacent houses and the project area. The expanded wetland area and increased habitat diversity would enhance the wildlife value of the site. Three bicycle/pedestrian bridges with emergency vehicle access would be constructed over the drainage channel in the place of existing culverts to improve flow conveyance. The bridges would be pre-fabricated and set-in-place on footings to avoid impacts to the channel. The bridges' shadows would not preclude growth of wetland vegetation below. In addition, approximately 100 square feet of tidal mudflat would be displaced by piers associated with the redevelopment / enhancement of two existing PG&E maintenance access boardwalks. The proposed project would enhance the overall value of the wetlands at the Bayfront Nature Area. The temporary loss of the drainage channel and marsh would be a less-than-significant impact.

Bay Marshes: As described above, an existing drainage channel in the Bay Marshes adjacent to the Foster City boundary would be expanded by 0.09 acres to restrict public and dog access to the Bay Marshes. Exotic cordgrass would be removed and controlled. Cordgrass and public access control would serve to enhance the value of the Bay Marshes area. The expansion of the drainage channel would be a less-than-significant impact.

Tidelands Park: Low-quality seasonal wetlands, some of which have been filled with wood chips, are scattered throughout Tidelands Park. Project facilities would be concentrated in areas with the least amount and lowest quality of seasonal wetland, and where the largest patches of invasive sea fig occur.

Approximately 1.0 acre of low-quality seasonal wetland would be permanently filled. The proposed plan would preserve approximately 1.49 acres of the existing 2.58 acres of wetlands in Tidelands Park including the largest, deepest wetland located in the southeastern portion of the Park. This area is dominated by native plants, supports extended seasonal ponding, and has the best value for water birds.

The project would create approximately 2.73 acres of seasonal and freshwater wetlands on the remainder of the site. Approximately 2.20 acres of these wetlands would support seasonal ponding and create an expanded habitat unit adjacent to the existing wetlands in the southeastern portion of the Park. Hydrologic analysis would be conducted to ensure that wetland creation activities do not reduce water supply to the adjacent preserved wetlands. Approximately 0.55 acres of these wetlands would be created by recontouring the shoreline adjacent to the Lagoon to support a parallel non-tidal marsh. Upland habitat adjacent to the wetlands would be enhanced by planting native riparian and wetland shrubs and grasses, thereby

increasing habitat diversity. Public access would be restricted in Tidelands Park through the use of low fencing, designated trails, and willow thickets. Willow thickets would be planted between Park trails and most non-tidal wetland areas to buffer wildlife use from human activity.

Because the project would result in a net increase in wetland acreage and habitat value in Tidelands Park, the displacement of 1.0 acre of low-quality jurisdictional wetland within the Park would be a less-than-significant impact. [3, 4, 14]

Checklist Item d)

As described above, two bridges would be placed over San Mateo Creek. Although they would allow additional human encroachment over the creek, the entire length of creek within the park is already heavily disturbed. These bridges would not interfere with the movement of any terrestrial or aquatic species that currently use the creek, such as egrets and raccoons. Wildlife habitat along San Mateo Creek would be enhanced through removal of invasive, non-native cordgrass and planting of native trees.

The project area is heavily disturbed and isolated by surrounding development. Wildlife species do utilize and move through the project area. The proposed project would enhance wildlife habitat by creating better quality wetlands and reducing human and dog access to habitat. Conflicts between wildlife and humans and their dogs should be reduced. The proposed project would have a less-than-significant impact on wildlife movement.

Potential project impacts on breeding California clapper rails and northern harriers are addressed above. Mitigation prescribed above to minimize impacts to salt marsh harvest mouse habitat would also minimize effects on that species' breeding. No other significant wildlife breeding impacts are expected. [3, 4, 14]

Checklist Item e) Implementation of the project would not conflict with local policies. The proposed project is consistent with goals and policies in the San Mateo General Plan Conservation/Parks and Recreation Element and in the Shoreline Park Specific Plan to preserve and enhance biological resources. The City's Site Development Code identifies all trees greater than 6" in caliper as major vegetation. During the detail design development phase for the Shoreline Parks, existing trees will be assigned a value (LU, landscape unit value). The City's Landscaping Section of the Zoning Code requires that trees which are removed must be replaced by trees of an equal value. [1, 2, 3, 4]

Checklist Item f) No adopted Habitat Conservation Plans or Natural Community Conservation Plans cover the project area. [1,3,4]

4.2.5 CULTURAL RESOURCES

Would the project:	Potentially significant Impact	Less Than significant with Mitigation	Less Than significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL SETTING

Regulatory Setting

Federal legislation requires that federal agencies consider environmental effects to historical and cultural resources prior to authorizing any activity. NEPA regulations and the National Historic Preservation Act of 1966 (NHPA) specify that environmental evaluations of proposed projects consider historic and cultural resource effects. This review process is referred to as "Section 106 review." The Advisory Council on Historic Preservation (ACHP) is responsible for administering the Section 106 review process. The National Register

of Historic Places (NRHP) provides a method for preserving and maintaining cultural resources that meet certain eligibility criteria. In 1971, the President's Executive Order No. 11593 required that all Federal agencies initiate procedures to preserve and maintain cultural resources by nomination and inclusion on the NRHP.

State legislation requires the protection of historical and cultural resources. In 1980, the Governor's Executive Order No. B-64-80 required that state agencies inventory all "significant historic and cultural sites, structures, and objects under their jurisdiction which are over 50 years of age and which may qualify for listing on the National Register of Historic Places."

The City of San Mateo General Plan contains policies related to archaeological and historical resources. The policies that relate to the project are as follows:

- **C/OS 7.1: Resource Protection.** Preserve, to the maximum extent feasible, archaeological sites with significant cultural, historical, or sociological merit.
- **C/OS 8.1: Historic Preservation.** Preserve, where feasible, historic buildings as follows:
 - a. Prohibit the demolition of historic buildings until a building permit is authorized subject to approval of a planning application for site development.
 - b. Require the applicant to submit alternative on how to preserve the historic building as part of any planning application and implement methods of preservation unless health and safety requirements cannot be met.

- c. Require that all exterior renovations of historic buildings conform with the Secretary of the Interior's Standard for Rehabilitation and Guidelines for Rehabilitating Historic Structures.
- d. Historic building shall mean building which are on or individually eligible for the National Register or Downtown Historic District contributor buildings as designated in the 1989 Historic Building Survey Report. The City Council by resolution may add or delete any building which it finds does, or does not, meet the criteria for the National Register or other criteria defined by the City Council to establish buildings of local historical significance.
- **C/OS 8.2: Historic Districts.** Consider the protection of concentrations of buildings which convey the flavor of local historical periods or provide an atmosphere of exceptional architectural interest or integrity, after additional study.

Local Setting

The Ohlone Indians inhabited the San Francisco Bay Area prior to the settlement of the area by Europeans. The Ohlone Indians belonged to small triblets numbering 100 to 250 people. The triblet that occupied the City of San Mateo was called the Salson or Shalshon. The Salson was the largest of all of the Peninsula triblets and ranged from South San Francisco to Belmont (Postel 1994). Their greatest habitations were situated on both sides of San Mateo Creek. Their diet consisted of acorns, root vegetables, berries, and seafood. Other important staples included antelope, deer, and rabbit.

Settlement of the area by the Europeans occurred in 1776. By 1793, Christian missionaries established an outpost at San Mateo Creek. Between 1808 and 1810, an earthquake destroyed the original outpost building. A new, larger building was constructed, and was located

along the northern side of San Mateo Creek, at the intersection of present day El Camino and Baywood and Baldwin Avenues.

The discovery of gold in California, statehood, and the growing stature of San Francisco as the most important city in the West led to immense change in the San Mateo area. Between 1887 and 1920, San Mateo gradually grew from an unorganized village to an incorporated town. The establishment of estates and country homes in San Mateo during the 1800's and subdivision of those estates in the early 1900's, as well as the arrival of the railroad established the downtown San Mateo area. As a result, several historically significant buildings, structures, and landmark sites exist in the downtown San Mateo area (City of San Mateo General Plan 1995).

ENVIRONMENTAL IMPACTS

**Discussion
Checklist Item a)**

The project area is on recent fill material and bay mud. The project involves improvements to existing recreational parks. Historical resources as defined in §15064.5 of the CEQA Guidelines do not exist in the project area. [1,3,4]

Checklist Item b)

The project area is on recent fill material and bay mud; however the possibility of identifying archaeological resources as defined in §15064.5 of the CEQA Guidelines may exist because of the location of the project.

Native American sites may occur in the project site. Native American archaeological sites in this section

of San Mateo County tend to be situated along the edge of the historic bay and marsh margins. The Salson greatest habitations were situated near San Mateo Creek and the Bay Marshes. The project site is located along a portion of San Mateo Creek and the Bay Marshes. According to a letter from Sonoma State University regarding a project within the Shoreline Parks Master Plan area, a shellmound site is located within a 1/2 mile of the project area and is in a similar environment (See Appendix D). To mitigate potential impacts to archaeological resources to a less than significant level, Mitigation Measure 4.2.5-1 shall be implemented. [1,3,4,20]

**Mitigation
Measure 4.2.5-1**

During excavation, construction personnel shall look out for buried archaeological resources and human remains. If these resources are discovered, construction shall cease in that area until a qualified archaeologist has studied the resources. All identified archaeological sites shall be evaluated using the California Register of Historical Resources criteria. The archaeologist shall identify the proper course of action to reduce project impacts on cultural resources. This shall include studying and reporting on the site to ensure that data is available to future researchers. Material recovered shall be donated to an appropriate repository for future study. Project personnel should not collect cultural resources, including prehistoric (chert, obsidian flakes or points, mortars, pestles) or historic resources.

Checklist Item c)

The project area is located on recent fill material and bay mud. Unique geologic features do not exist in the project area. [1,3,4]

Checklist Item d)

The project area is located on recent fill material and bay mud; however, there is a possibility of

identifying human remains at the project site during excavation (see Appendix D). Native American archaeological sites in this section of San Mateo County tend to be situated along the edge of the historic bay and marsh margins. The project area is at the edge of the historic salt-water marsh and adjacent to a creek where Ohlone Indians congregated. A shellmound site is located within a 1/2 mile of the project area and is in a similar environment. To mitigate potential impacts to a less than significant level, Mitigation Measure 4.2.5-2 shall be implemented. [1,3,4,20]

**Mitigation
Measure 4.2.5-2**

If prehistoric archaeological deposits that include human remains or objects considered "cultural items" according to the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during construction, the County Coroner shall be notified immediately and NAGPRA regulations shall be followed. If the remains are identified as American Indian, the tribe(s) shall be notified within one (1) working day and consultation will be initiated. Project activities may resume 30 days after notifying the tribe(s). Repatriation of the other categories of items (funerary objects, sacred objects, and cultural patrimony) shall be based on evidence that indicates whether or not the original acquisition of the object was from an individual that had the authority to separate the item from the tribal group.

4.2.6 GEOLOGY AND SOILS

Would the project:	Potentially significant Impact	Less Than significant with Mitigation	Less Than significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994),	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project:				
creating substantial risks to life or property?				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

Regulatory Setting

Title XXIII of the San Mateo City Code governs the standards for building structures within the City of San Mateo. The city has adopted the Uniform Building Code, which is common to all cities. The Uniform Building Code classifies earthquake hazard on a scale from 0 (least hazard) to 4 (most hazard). These values are used to determine the strengths of various components of a building required to resist earthquake damage. The San Mateo City Site Development Code within Title XXIII addresses erosion and earth movement by establishing minimum standards and requirements relating to land grading, excavations and fills, and removal of major vegetation. This code establishes procedures by which these standards and requirements may be enforced. Pursuant to these codes and General Plan policy, site

specific geotechnical and engineering studies are required for sites identified as having moderate or high potential for ground failure. Likewise, the City requires erosion control measures for all development sites where grading activities are occurring.

Local Setting

The San Andreas Fault is located approximately two miles west of the San Mateo City boundary. Despite the City's close proximity, no evidence exists of significant ground rupturing in the City during the last one million years. There are no known active faults in San Mateo. Inactive faults that are present in the City are older features that do not exhibit indications of recent motion (City of San Mateo General Plan 1995). The City is subject to earthquake damage due to underlying soil conditions. The Loma Prieta earthquake of 1998 resulted in estimated \$240 million in damage to the City of San Mateo.

With the exception of the landfill (the East Third Avenue Disposal Site), the project site is level. The area is located on fill and bay mud and is subject to amplified ground shaking in the event of an earthquake. The project area is considered to have a high potential for liquefaction during earthquakes (City of San Mateo 1995). Liquefaction results from saturated non-cohesive (silts and sands) soils that may act as a liquid during ground shaking. A site-specific analysis of the landfill's slope stability was completed in 1989 that specifically considered liquefaction potential. The analysis found that the

landfill slopes would remain stable under static loading conditions, and slope displacements were expected to be within acceptable limits under the maximum probable earthquake (City of San Mateo 1993).

The area could also be subject to ground settlement due to the compaction of unconsolidated soils. Ground settlement typically occurs on filled baylands in the eastern portion of the City, such as the project site. The landfill may be especially subject to varying degrees of settlement (2M Associates et al. 1999).

ENVIRONMENTAL IMPACTS

**Discussion
Checklist Item a)**

- i) No faults are known on the site, so the site is not subject to ground rupture. [1, 3]
- ii) The City General Plan designates the project area as subject to either extremely high or high ground shaking during an earthquake. Without proper designs, the proposed project could expose structures or people to hazards associated with ground shaking. This impact would be significant. The mitigation described below would reduce this impact to a less-than-significant level. [1,3]

**Mitigation
Measure 4.2.6-1**

The site-specific geotechnical and engineering studies prepared by the City for all project facilities shall include a soil investigation and designs to minimize structural damage or hazards to people from ground shaking or liquefaction during an earthquake. All foundations shall conform with the requirements of the Uniform Building Code, other standard conditions of approval of the City of San Mateo, and be designed by a licensed engineer.

- iii) The According to the City General Plan, the project area has a high potential for soil liquefaction during an earthquake. Without proper designs, the proposed project could expose structures or people to hazards associated with soil liquefaction. This impact would be significant. The mitigation above would reduce this impact to a less-than-significant level. No additional mitigation is required. [1, 3, 19]
- iv) The majority of the project area is on flat terrain or gentle slopes (less than 2%) and is not prone to landslides. Seal Point Park contains the project area's only significant slopes. A site-specific analysis of the landfill's slope stability was completed in 1989 that specifically considered liquefaction potential. The analysis found that the landfill slopes would remain stable under static loading conditions, and slope displacements were expected to be within acceptable limits under the maximum probable earthquake. [1, 3, 4]

Checklist Item b) The potential is low for erosion on the project site during construction because of the flat or gentle terrain. The project incorporates water quality ponds, which are described below in Section 4.2.8 Hydrology and Water Quality. These features will reduce soil runoff into surrounding wetlands. Wind erosion is addressed above in *Air Quality*. However, potentially significant water erosion could occur during construction if it caused soils to flow into

sensitive wetland habitats. The mitigation prescribed below would reduce this impact to a less-than-significant level. [1, 3, 4]

**Mitigation
Measure 4.2.6-2**

Prior to ground disturbance, a grading plan shall be submitted to the City for review. The grading plan shall include a construction erosion control plan with Best Management Practices designed to minimize sediment in site runoff during construction. These measures shall include: limiting the size of areas disturbed, watering of disturbed soils twice daily, avoiding long unbroken flow paths, making drainage swales broad and flat, routing off-site drainage around newly disturbed areas, directing sediment into sediment control basins, using energy dissipaters, and maintaining facilities on a daily basis. This plan shall be implemented during project construction.

Checklist Item c)

The project is located on fill and bay mud. Hazards such as landslide, lateral spreading, subsidence, liquefaction, or collapse would be addressed in the geotechnical and engineering reports and in project foundation design (see mitigation above). [1, 2, 3, 6]

Checklist Item d)

Soils at the project site are fill of unknown origin and characteristics and could include expansive qualities. Expansive soils could cause structural failure, which would be a significant impact. The following mitigation measure would reduce the potential effects of expansive soils to a less-than-significant level. [1, 2, 3, 6]

**Mitigation
Measure 4.2.6-3**

Soil surveys shall be conducted prior to construction in areas where structures or foundations are proposed. Engineers shall consider soil constraints

such as expansive soils in their design of project facilities.

Checklist Item e) Sewers are available at the project site. No septic or alternative systems would be used. [1, 3]

4.2.7 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially significant Impact	Less Than significant with Mitigation	Less Than significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:	Potentially significant Impact	Less Than significant with Mitigation	Less Than significant Impact	No Impact
result in a safety hazard for people residing or working in the project area?				
g) Impair implementation of or physically interfere with an adopted emergency response or evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

Regulatory Setting

Title 22 of the California Code of Regulations defines, categorizes, and lists hazardous materials and wastes. Title 22 defines a hazardous material as:

"a substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed."

Hazardous wastes are categorized in Title 22 as either Resource Conservation and Recovery Act (RCRA) hazardous wastes or non-RCRA hazardous wastes. Title

22 lists chemical compounds that are presumed to make a material or waste hazardous.

The City and County of San Mateo general plans also contain several policies that address hazardous materials. The goal of the hazardous materials policies are to protect the community's health, safety, and welfare relating to the use, storage, transport, and disposal of hazardous materials.

The City of San Mateo General Plan Safety Element contains goals and policies to address emergency situations. They include:

Goal 4: Minimize potential damage to life, environment, and property through timely, well-prepared and well-coordinated emergency preparedness, response plans, and programs.

Policy S 4.1: Emergency Readiness. Maintain the City's emergency readiness and response capabilities, especially regarding hazardous materials spills, natural gas pipeline ruptures, earthquakes, and flooding due to dam failure, tsunami, peak storms and like failure. Increase public awareness of potential hazards and the City's emergency readiness and response program.

Policy S 4.2: Evacuation Routes. Maintain adequate evacuation routes as identified by arterial streets shown in Circulation Element, Figure C-1.

The City of San Mateo General Plan Safety Element contains goals and policies to address the threat of wildland fire hazards. They include:

Goal 3: Maintain adequate fire and life safety protection from wildland fires.

Policy S 3.1: Wildland Fire Plan. Establish a wildland fire plan for all sites identified in the Safety Element on Figure S-5 which are subject to wild fire hazards. Require all development adjacent to wildlands to provide fire retardant roofing

materials, adequate site access, and fire breaks of at least 30 feet.

Local Setting

Within the project area, the portion of Seal Point Park that is closest to the bay (31.8 acres) once served as the East Third Avenue Landfill. The landfill was designated as a Class III landfill and was permitted to accept only non-hazardous solid wastes. In 1982, the landfill was closed for general public use but was still used by the city for composting. By 1996, the City received approval for closure of the landfill and began closure in the summer of 1997.

The City of San Mateo is managing the closure of the East Third Avenue Disposal Site. During closure activities the landfill was found to extend to an additional 12 acres, not evaluated in the existing environmental documentation. Currently, consultants for the Public Works Department are preparing a closure plan for the additional 12 acres. The final closure plan specifies closure of the site and proposes the following actions:

- Capping of the landfill area, including re-grading and construction of a final cover with drainage features.
- Improvements to the perimeter landfill gas monitoring network.

The closure plan for the additional 12 acres be analyzed for environmental impacts. The land use designation for the landfill area is Parks/Open Space and would be available for public access once implementation of the landfill closure plan is complete.

Wildland fire hazards within the City of San Mateo exist in the few remaining undeveloped portions of the western hills. During the past fifteen years, one significant wildland fire occurred in the city. This fire occurred in Laurel Creek Canyon watershed, approximately 1.5 miles from the project area. The project area is not subject to significant wildfire hazards due to the lack of vegetative fuel and the topography of the site.

ENVIRONMENTAL IMPACTS

Discussion

- Checklist Item a)** Hazardous materials associated with construction (e.g., diesel fuel, oil, gasoline) would be used in small amounts during project construction. These materials would not create a significant hazard to the public or to the environment. [3,4]
- Checklist Item b)** As an improved park, the project would not include storage or use of hazardous materials. Therefore, no upset or accidents involving the release of hazardous materials into the environment are reasonably foreseeable. [3,4]
- Checklist Item c)** The proposed project would not include emissions or handling of hazardous materials or acutely hazardous substances. [3,4].
- Checklist Item d)** The project is not located on a hazardous materials site; however, a portion of the project is located on a previous landfill. The landfill will be capped prior to any project construction on the site. The landfill will be capped using a plan approved by the Regional Water Quality Control Board and other

agencies with jurisdiction. The capping is designed to protect public health and safety and the environment. The capped landfill would not create a significant hazard to the public or the environment. [1,3,5]

The potential exists that soils imported for placement at Tidelands Park could contain substances defined as toxic or hazardous to humans. To ensure that the soils at Tidelands Park are safe for human activity, the following Mitigation Measure shall be implemented to adequately mitigate any potential impact.

**Mitigation
Measure 4.2.7-1**

The City shall require that all soils imported for placement at Tidelands Park be analyzed to ensure that there is no presence of chemicals or toxic materials that would exceed accepted standards. The City shall coordinate any such analysis with the San Mateo County Department of Environmental Health Services to establish an appropriate exposure standard for Tidelands Park.

- Checklist Item e)** The project is not located within an airport land use plan. [1,3]
- Checklist Item f)** The project site is not in the vicinity of a private airstrip. [3]
- Checklist Item g)** The project would not interfere with an adopted emergency response plan or emergency evacuation plan. The project includes facilities and designs to enhance emergency access to the project area (e.g., reconfigured trail, new bridge across San Mateo Creek, and improved parking). [1,3,4]

Checklist Item h) Wildlands do not exist in the project vicinity. Fire risk in the project area is low and will remain low after project construction. [1,3,7]

4.2.8 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially significant Impact	Less Than significant with Mitigation	Less Than significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:	Potentially significant Impact	Less Than significant with Mitigation	Less Than significant Impact	No Impact
existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100- year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL SETTING

Regulatory Setting

The project area falls under the jurisdiction of the San Francisco Bay RWQCB. The San Francisco RWQCB regulates projects that could affect water quality through Section 4019(A)(1) of the Clean Water Act. Generally when project impacts less than two acres of wetland habitat, a waiver of Water Quality Certification can be granted. However, any project proposing over five acres of development, would

require a Stormwater Pollution Prevention Plan which addresses runoff from parking lots and other impervious surfaces.

Regulation of Waters of the U.S. under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act is described above in Section 4.2.4 Biological Resources.

The Safety Element of the San Mateo General Plan covers flood hazards. Adopted policies address creek alteration, development adjacent to creeks, development within flood plains, and lowlands protection.

Local Setting

The City of San Mateo limits include roughly 1,200 acres of bay waters and three miles of shoreline. Creeks in the city have been channelized, culverted, and/or subjected to development within their riparian corridors. San Mateo Creek is the largest water channel crossing the city. Approximately 75 percent of the creek's length is above ground and is well vegetated (City of San Mateo 1995).

The project area is relatively flat, and much of it is currently subject to flooding during a 100-year storm event. Storm water drains through the city to the bay through three distinct drainage basins: the San Mateo Creek complex, the North San Mateo complex, and the Marina Lagoon complex. Levees along the San Mateo shoreline protect low-lying development along the bay and east of the Bayshore Freeway from the effects of tidal fluctuations. Due to the combined effects of high tides and heavy storm flows, flooding

is possible along San Mateo Creek. Although a tidal gate system is in place along the creek, plans are currently underway to ensure that San Mateo Creek meets Federal Emergency Management (FEMA) requirements for 100-year storm or flood events (MHA 1999a).

Earthquake induced water related hazards such as tsunamis and seiches have a low probability of flooding the project area due to the distance of the project site from the Pacific Ocean. It is estimated that an Alaskan generated tsunami would have to produce a wave 20 feet high at the Golden Gate Bridge to reach the project area.

The project area contains six distinct hydrologic features. Each of these features is discussed below. Each of these features is subject to sea level rise. Historical trends establish that sea level rise is significant in the bay and is likely accelerating. Calculations for the project area using the probabilistic assessment methodology of the U.S. Environmental Protection Agency indicate that there is a 50 percent chance that sea level will rise at a rate of 0.012 feet per year in upcoming years.

- **North Drainage Channel, Bayfront Nature Area.**
The north drainage channel runs from the northern edge of the project area in a southeasterly direction to the New Poplar Pump Station and is approximately 700 feet long. The north drainage channel drains an area that includes the San Mateo Municipal Golf Course and Coyote Point Regional Park. The primary function of this channel is to accommodate storm water runoff. Water in this channel has a relatively low salinity when compared to other hydrologic

features in the project area. The terminus of the north channel is separated from the south drainage channel by the New Poplar Pump Station.

- **South Drainage Channel, Bayfront Nature Area.** The south drainage channel runs in a northwesterly direction along the inland side of the Bayfront Dike from Ryder Park in the south to the New Poplar Pump Station. The south drainage channel is approximately 4,300 feet long and its primary purpose is to transport storm water runoff from the nearby neighborhoods to the New Poplar pump station. Salinity of the water in the south drainage channel ranges from brackish to saline.
- **Retention Basin Marsh, Bayfront Nature Area.** The retention basin is located west of the south drainage ditch and adjacent to the PG&E substation. The basin area is 2.1 acres and stores storm water runoff during heavy rain events. The water in the retention pond has a relatively low salinity. Low-lying land separates the retention basin from the south drainage channel during normal dry weather conditions.
- **San Mateo Creek.** The portion of the creek that lies in the project area runs in a northeasterly direction from the Bayshore Freeway (U.S. Highway 101) to the creek mouth situated between the dikes protecting the Bayfront Nature areas to the north and the reclaimed landfill to the south. In the project area, the creek is confined to an engineered earthen channel between levees. The length of the creek in the study area is approximately 2,450 feet.

Seal Point Park. Seal Point Park is the location of the former municipal landfill. The hydrology of Seal Point Park to conform with Regional Water Quality Control Board standards and requirements is covered in a separate environmental document related to the landfill closure plan.

Existing conditions described below are provided for background information purposes only.

Most of the shoreline around the perimeter of the Seal Point Park is a rip-rap covered fill slope, except for a 240-foot long patch of salt marsh on the eastern edge of the park.

The north-western portion of the field adjacent to J. Hart Clinton Drive is composed of a centrally-located marsh depression, which is probably influenced by seasonal groundwater, surrounded by upland. One seasonal wetland is present and is formed on fill slopes. A drainage ditch is located on the south-western boundary, near J. Hart Clinton Drive. The drainage ditch is inundated only during the winter and spring and exhibits similar wetland characteristics to the marshy depression. Designs to implement the East Third Avenue Landfill Closure Plan will result in some of these wetlands being filled and others being expanded as mitigation (source, Kleinfelder Associates, East Third Landfill Closure Plan, May, 2000).

- **Bay Marshes.** The Bay Marshes cover 45 acres in the project area. The site consists of two distinct hydrologic sub-units: a pocket of tidal marsh immediately to the north of the east end of the Seal Slough pedestrian bridge and the much larger main tidal marsh that covers the remaining area. The two sub-units are separated by a low dike running in a northeasterly direction.
- **Tidelands Park.** Tidelands Park consists of approximately 10 acres of filled tidal marsh. The topography of the area is relatively flat and there are two open drainage ditches that run perpendicular to J. Hart Clinton Drive and Mariner's Island Boulevard. The ditches carry storm water runoff from adjacent roadways and adjoining areas to the Marina Lagoon. Seasonal wetlands located on the site may reflect the settling of ground within locations of former tidal channels that are indicated on earlier maps of the area.

ENVIRONMENTAL IMPACTS

Discussion
Checklist Item a)

As described above in Section 4.2.6 Geology and Soils, potentially significant water erosion could occur during construction. Mitigation Measure 4.2.6-2 prescribed above would reduce this impact to a less-than-significant level. No additional mitigation would be needed.

New water quality ponds would be developed for the existing storm drain outfalls along the drainage channel in the Bayfront Nature Area and for one new outfall location. To limit the areas where pollutants are removed, water quality ponds would be constructed at the end of each outfall as part of this project. The design would segregate trapped pollutants from the enhanced channel. No such system is currently in place. These ponds would improve the quality of storm water runoff entering the drainage channel, freshwater marsh, and San Francisco Bay via the New Poplar Pump Station.

After construction, runoff quality from the project site should improve due to the installation of water quality ponds and the increased ground cover on the site, which would reduce soil erosion. Drainage from all roads, parking areas, and turf areas would be directed to grassy swales or enhancement wetlands. Other than additional parking facilities, which could introduce associated pollutants such as oil and grease, the project would not cause other potential aquatic pollutants to be added to the site. The drainage basin system would improve the quality of site runoff. [1,3,4]

Checklist Item b) The project would not affect groundwater resources in the project area because the project would not use groundwater. The project would not substantially increase impervious surfaces and would not change groundwater recharge in the area. [1,3,4]

Checklist Item c) The project would increase the amount of flow into the drainage channel in the Bayfront Nature Area, but it would not alter the existing course of the channel or increase erosion because of the low volume of water and low flow velocities. The drainage channel would be expanded to accommodate the flows, enhance the wetland values and water quality, and allow for construction of water quality ponds. This alteration would reduce erosion and siltation.

The project would also increase the water supply from San Mateo Creek to the drainage channel. The inlet structure from San Mateo Creek would be altered to increase high tide inflows to the channel. The course of San Mateo Creek would not be altered. The project would not result in substantial erosion or siltation because of the low volume of water and low rate of movement of the water.

An existing drainage channel in the Bay Marshes would be extended towards J. Hart Clinton Drive to discourage public access by creating a longer barrier between the marsh and other currently accessible areas. This extension would not increase erosion or siltation. The project would not substantially alter the existing drainage pattern of the site in a manner

that would result in substantial erosion or siltation on- or off-site. [1,3,4]

To ensure that the intended benefit of constructed water quality ponds is maintained in perpetuity, the following Mitigation Measure shall be implemented to adequately mitigate any potential impact.

**Mitigation
Measure 4.2.8-1**

The City shall maintain water quality ponds from storm water runoff. Procedures and practices shall, at a minimum, conform with the *San Mateo Countywide Stormwater Pollution Prevention Program (STOPP) Performance Standards for Maintenance of Storm Water Facilities*. In this case, water features shall be inspected annually prior to the wet season, shortly after the first storm, and once during the early summer. Inspections will determine the frequency for sediment removal and other routine maintenance such as cleaning up of trash and debris, and resolving problems with erosion control, weeds, odors and algae.

Checklist Item d)

The project would increase the supply of water to the south drainage channel in the Bayfront Nature Area. An existing pipe currently allows water to be diverted from the mouth of San Mateo Creek to augment flows into the channel. The outlet of this pipe at the head of the channel would be enhanced and the quantity of water diverted into the channel would be increased by opening the diversion control valve to a greater degree and more frequently. Water would only enter the channel during periods of high tide in the Bay, so that flows in San Mateo Creek would not be significantly altered. This action would not result in substantial erosion or siltation because the volume of water diverted and the channel velocities would be

low. The flow into the Bayfront Nature Area drainage channel would be regulated and would be relatively small in volume and would not result in flooding on or off the project site. The course of San Mateo Creek would not be altered.

The increase in water supply to the channel would enhance a drainage ditch/marsh area that runs the length of the Bayfront Nature Area. Excavation to increase the capacity of the drainage channel and create expanded wetlands would lead to an increase in storm water storage above the New Poplar Pump Station.

Although some parking areas would be hardscaped, the small amount of impervious surface created would not cause flooding, especially in light of the additional wetlands and drainage capacity that would be created. An existing drainage channel in the Bay Marshes would be expanded to discourage public access. This expansion would not cause flooding. The project would not substantially alter the existing drainage pattern of the site in a manner that would result in flooding on- or offsite. [1,3,4]

Checklist Item e) Discharges to stormwater drainage systems have the potential to occur during the construction phase of the project. These flows could contain increased sediments, which would be a significant impact. Mitigation Measure 4.2.6-2 prescribed above would reduce this impact to a less-than-significant level. No additional mitigation would be needed.

As part of this project, water quality treatment ponds would be constructed at storm water outfalls located along the south drainage channel in the Bayfront Nature Area. These ponds would improve the overall quality of storm water runoff entering the drainage channel, freshwater marsh, and San Francisco Bay via the New Poplar Pump Station.

The project would not substantially increase flows from the site because it would add little impervious surface. The existing and planned expanded stormwater drainage and detention facilities would accommodate all anticipated flows. Additional runoff from irrigation needed for the proposed landscaping would not be substantial. The majority of the area would be planted in native herbaceous and shrub species, and the majority of the turf areas would utilize water-efficient turf types. Woody vegetation would be water-efficient, and irrigation would primarily occur in the summer months during a plant establishment period.

Runoff from the site could contain small amounts of fertilizer, pesticides, and herbicides if these materials are applied in an inappropriate manner. Drainage from all roads and parking areas, with the exception of the Seal Point Park Plateau, would be directed to grassy swales or enhancement wetlands. The Seal Point Plateau entrance road and parking area would be gravel. Drainage from all turf areas would be directed to enhancement wetlands. With this configuration, only excessive use of chemicals would

create an additional significant source of polluted runoff. The following mitigation would reduce this potential impact to a less-than-significant level.

[1,3,4]

Mitigation Measure 4.2.8-2 **The City shall employ integrated pest management (IPM) principles for all pest (including weed) control activities at the Shoreline Parks. Procedures and practices shall, at a minimum, conform with the San Mateo Countywide Stormwater Pollution Prevention Program (STOPP) Performance Standards for Pesticide Usage and Integrated Pest Management.**

Checklist Item f) The project would enhance the water quality of the drainage corridor in the long term because ground that is currently bare would be covered, lowering erosion due to surface flows.

Water quality treatment ponds at storm water outfalls would lead to improved water quality during storm events by reducing sediment inputs to existing wetlands, trapping significant amounts of oils and greases, and reducing trash and floatable debris that currently degrade the channel and freshwater marsh habitats.

The project would not substantially degrade water quality because formal facility development, especially impervious surface development, would be limited. The natural tidal marshes would not be disturbed by the project.

The project is not expected to have any water quality impacts other than a potential increase in erosion during construction and increased pollutants in runoff from landscaped areas. These impacts are

addressed above with mitigation measures designed to reduce sediment, pesticides, fertilizer and pesticides in run-off. The proposed project would enhance water quality in the drainage ditch in the Bayfront Nature Area. [1,3,4]

Checklist Item g) The project would not result in housing construction. [1,3,4]

Checklist Item h) Proposed bridges would fully span San Mateo Creek above the level of the 100-year flood and would not affect flood flows. Structures that would be constructed would not impede or redirect flood flows due to their limited size and nature. [1,3,4]

Checklist Item i) The project would not expose people to flooding because it is a park and people would not be present during times of potential flooding. The project would not increase the likelihood of flooding, including flooding as a result of levee or dam failure. The park would get fewer visitors during periods of substantial rainfall. During periods of extreme flood risk, the park would be closed. The project does not include any permanently occupied structures. [1,3,4]

Checklist Item j) Although unlikely, project structures could potentially be exposed to inundation by a seiche or tsunami. Due to the nature of project structures (i.e. interpretive signs, restrooms, storage building), inundation by a seiche or tsunami would not pose a significant threat to human safety or property. [1,3,4]

4.2.9 LAND USE AND PLANNING

Would the project:	Potentially significant Impact	Less Than significant with mitigation	Less Than significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

Regulatory Setting

The City of San Mateo General Plan, Mariner's Island Specific Plan, and Shoreline Specific Plan provide goals and policies governing land uses within the project area.

The following are the most pertinent goals and policies of the City of San Mateo General Plan Land Use Element that direct the Shoreline Parks Master Plan:

Goal 1a: Maintain San Mateo as the pre-eminent city in San Mateo County.

Goal 1c: Establish a distinctive city image distinguishable from other Peninsula communities to improve the quality of both the built and natural environments, and assure that future development is both of high quality and compatible with the City's existing character. Guide development to provide efficient circulation and to protect existing neighborhoods, views, and natural resources.

Goal 1e: Provide adequate transportation, utilities, cultural, educational, recreational, and public facilities, and ensure their availability to all members of the community. Establish San Mateo as the cultural center of San Mateo County.

- **Policy LU 4.30 Defensible Design.** Require all developments including parks and public places to incorporate safety measures, and seek the assistance of residents in crime prevention programs.
- **Policy PA 6.4 J. Hart Clinton Drive/Mariner's Island Boulevard.** Allow development of the private property at the northwest corner of East Third Avenue / Mariner's Island Boulevard for medium scale commercial use, if not developed as a park, as delineated on the Building and Intensity Plans. Permitted Uses include restaurant, hotel, office, and retail, or medium-density residential. Building design shall be compatible with the adjacent park. Building height adjacent to the park should be low and may step up towards the street intersection. (note: see also Mariner's Island Specific Plan below).

The Shoreline Park Specific Plan contains a goal to establish a waterfront development useable by all the people in San Mateo. The Shoreline Parks Master Plan seeks to fulfill this goal.

Tidelands Park is designated as "Parks/Open Space" on the Land Use Plan and located in the Site VII-Residential/Park Site area of the Mariner's Island Specific Plan. The Mariner's Island Specific Plan contains design criteria that affect the Shoreline Parks study area including:

- Landscaping: Screening shall be provided for parking lots and roadways by use of bermed landscaped setbacks or buffers.
- Building Height: Buildings within 100 feet of lagoons shall not exceed two stories.
- Gateway: Provide landscaped setback and City Gateway at intersection of J. Hart Clinton Drive and Mariner's Island Boulevard.

Local Setting

The single major land use in the San Mateo Planning Area is residential. Residential land uses make up over 55 percent of the land area, while commercial and industrial uses account for over 15 percent of land uses and institutions (including schools, hospitals, and public buildings) account for 10 percent of land uses in the planning area.

The majority of the project site is designated as "Parks/Open Space" in the City of San Mateo General Plan and the Mariner's Island Specific Plan, except for the small portion of Tidelands Park adjacent to J. Hart Clinton Drive that is within the Foster City limits. A specific land use has not been designated for this area; however, future development related to public park or open space use would be permissible by the City of Foster City (2M Associates et. al. 1999).

A majority of the project site is used for recreational purposes. The Bay Trail runs through the Bayfront Nature Area, Seal Point Park, Seal Cove, and the southern portion of the Bay Marshes. Harborview Park and Ryder Park support recreational activities such as softball (Harborview Park only) and picnic areas.

Land uses adjacent to the project area consistent primarily of residential land uses. Commercial land uses exist along the southwestern portion of the project site. Areas designated for utilities (site of a PG&E substation) exists adjacent to the northwest portion of the Bayfront Nature Area. The tidal mudflats adjacent to the project area are subject to a Public Trust Easement for purposes of commerce, navigation, and fisheries. Power lines operated by PG&E run along the Bayfront Nature Area, southern portions of Seal Point Park between the landfill area and J. Hart Clinton Drive, Seal Cove, the southwestern portions of the Bay Marshes, and the southwestern half of Tidelands Park.

ENVIRONMENTAL IMPACTS

Discussion Checklist Item a)

The project would not physically divide an established community because of its nature as improvements to existing recreational facilities.
[1,3,4]

Checklist Item b)

The project is consistent with the policies and goals outlined in the City of San Mateo General Plan and all other applicable ordinances. The project includes

measures to mitigate impacts to sensitive species.
 [1,3,4]

- Checklist Item c)** No habitat conservation plans or natural community plans exist that are applicable to the project site. The project would enhance native habitat and habitat for special-status species. [1,3,4]

4.2.10 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

Regulatory Setting The conservation element of a city's general plan must address the conservation, development, and utilization of natural resources, including minerals. The City of San Mateo General Plan states that no commercial or accessible mineral deposits exist in the City, and thus no General Plan goals or policies apply to mineral resources.

Local Setting The County of San Mateo contains several types of mineral resources within its boundaries. Mineral

resources include limestone, salt, oil, and clay (County of San Mateo General Plan 1986). According to the City of San Mateo General Plan, the City does not include areas with mineral deposits. Known mineral resources do not exist on the project site because the site is located on top of recent fill and bay mud.

ENVIRONMENTAL IMPACTS

Discussion Checklist Item a)

Mineral resources are not known to exist on the project site. The site was created by fill on bay mud. [1,4,16]

Checklist Item b)

Locally-important mineral resources do not exist on the project site because the site consists of recent fill. [1,4,16]

4.2.11 NOISE

Would the project:	Potentially significant Impact	Less Than significant with Mitigation	Less Than significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:	Potentially significant Impact	Less Than significant with Mitigation	Less Than significant Impact	No Impact
vicinity above levels existing without the project?				
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

Regulatory Setting

The City of San Mateo contains a noise control ordinance. Adoption and enforcement of a noise control ordinance can reduce nuisance noise generated by commercial uses or from residential sources such as amplified music, parties, leaf blowers or barking dogs. Construction activities also generate substantial short-term noise impacts; construction

can be limited to specific hours and days of the week. Noise nuisances, as defined in the City's Municipal Code, are abated through a standardized enforcement process, which includes referral to the Housing and Advisory Appeals Board. This includes noise generated by building construction and equipment at unauthorized times.

The City of San Mateo General Plan presents compatibility guidelines for community noise environments and noise sensitive land uses. According to these guidelines, "normally acceptable" L_{dn} noise levels for common open space should range from 50 to 67 dBA, and levels for parks and playgrounds should range from 50 to 65 dBA. The City's general plan also contains policies to protect sensitive land uses from excessive noise levels and minimize unnecessary, annoying, or unhealthful noise. The following are policies that apply to the Shoreline Parks Master Plan:

- **Policy N 1.2: Exterior Noise Level Standard.** Require an acoustical analysis for new parks, play areas, and multi-family common open space (intended for the use and the enjoyment of residents) which have an exterior noise level of 60 dB (LDN) or above, as shown on Figure N-1. Require an acoustical analysis which uses Leq for new parks and play areas. Require feasibility analysis of noise reduction measures for public parks and play areas. Incorporate necessary mitigation measure into residential project design to minimize common open space noise levels. Maximum exterior noise should not exceed 67 dB for residential uses and should not exceed 65 dB (Leq) during the noisiest hour for public park uses.

- **Policy N 2.1: Noise Ordinance.** Continue implementation of the City's existing noise control ordinance: a) which prohibits noise which is annoying or injurious to neighbors of normal sensitivity, making such activity a public nuisance, and b) restricts the hours of construction to minimize noise impact.

**Technical
Background**

Noise is composed of three basic physical properties: intensity (loudness), frequency (pitch), and duration. Noise intensity is usually measured in decibels (dB) or decibels A-weighted (dBA). Noise measured in dB is a direct representation of noise levels. Noise measured in dBA weights the various frequencies of sounds.

Frequency is the number of sound pulses or waves per second emanating from a sound source. Frequency is typically measured in cycles per second, or hertz (Hz). The faster a sound vibrates, the higher its frequency. The human ear is capable of hearing frequencies between 20 and 20,000 Hz, and most sensitive to sound within the 4,000 Hz range. Sound is normally composed of many frequencies.

The measurement scale for decibels is a logarithmic scale (rather than a linear scale) that measures noise levels in a range from 0 dB to about 120 dB. Logarithmic scales cannot be added arithmetically. For example, a 70 dB sound added to another 70 dB sound produces a combined sound pressure of 73 dB, not 140 dB. In general, people can perceive a 3 dB difference in noise levels; a difference of 10 dB is perceived as a doubling of loudness. Distance serves to attenuate noise levels. With every doubling of

distance, there is a corresponding reduction in noise levels of approximately 5 to 6 dB. Noise levels from familiar sources are listed in Table 4.2.11-1.

Existing noise levels are usually described in terms of ambient noise, using a composite measurement of the noise level in an area. Furthermore, environmental noise typically fluctuates over time, and different types of noise descriptors can be used to account for its variability. The Community Noise Equivalent Level (CNEL), measured in terms of dB, is one type of noise measurement that is commonly used. The CNEL value accounts for the individual noise events per day, the time of day, and the loudness of the events. Time weighting is employed with the CNEL measurement to reflect the greater effect noise levels have upon the human ear during certain sensitive time periods (i.e., typical sleeping and early morning hours). In most instances, CNEL values are approximately equivalent to the day-night average sound level (or L_{dn}), which is another noise measurement that accounts for noise variability over time.

Local Setting Most of the City of San Mateo has existing noise levels that exceed the normally acceptable levels for noise sensitive uses. A few of San Mateo's residential neighborhoods which border highways, El Camino Real (SR 82), and the railway line are subjected to sound levels exceeding 70 dBA (LDN), which would be in the "normally unacceptable" range for noise sensitive uses.

TABLE 4.2.11-1: TYPICAL NOISE SOURCES AND LEVELS

Noise Source	Noise Level (dBA)
Rustle of leaves in breeze	25
Whisper (at 6 feet)	35
Inside average residence	40
Refrigerator (in same room)	40
Average office	55
Normal female speech (at 3 feet)	60
Vacuum cleaner (at 10 feet)	70
Garbage disposal (at 3 feet)	80
Food blender (at 3 feet)	90
Auto horn (at 10 feet)	100

SOURCE: Harris et al. 1991

Noise sources in the project area include recreational users, airplanes in route to San Francisco International Airport, and vehicular traffic along J. Hart Clinton Drive. According to a 1987 noise survey of the City of San Mateo, noise levels in the project area range from 60 to 65 dBA (L_{dn}), which is within the City of San Mateo noise guidelines normally acceptable level for parks and playgrounds.

ENVIRONMENTAL IMPACTS

**Discussion
Checklist Item a)**

The project would result in short-term increase in noise levels during construction. The following mitigation would be implemented to reduce impacts associated with construction noise.

**Mitigation
Measure 4.2.11-1**

Noise control equipment shall be used on construction equipment (e.g., mufflers) to reduce noise levels. Construction hours shall be limited to weekdays

between 7:30am and 6pm where housing is adjacent to construction.

Recreational use of the area has the potential to increase with project implementation. Noise associated with trail use is generally low and it is not anticipated that noise levels would increase significantly. Improvements (i.e., playground, picnic areas, sports field) to the developed Harborview and Ryder Parks may increase noise associated with their use. Improvements to Tidelands Park (i.e., play areas, picnic areas, etc.) would result in an increase in noise in the immediate area. This increase in noise would not be in excess of noise standards or applicable noise ordinances. [1,2,3,4]

Checklist Item b) No substantial ground vibrations would be created by the project because the project involves the construction and operation of a park.

Checklist Item c) Implementation of the project could potentially increase the amount of recreational use already present in the project area. The increase in recreational use could potentially result in slight increase in the ambient noise levels that exist in the project area. Increase in noise levels would be periodic and would not substantially increase over current ambient noise levels.

Checklist Item d) The proposed project could potentially result in a slight increase in noise levels at the project site due to increases in recreational use. Increases in noise levels would be periodic and would not be

substantially greater than noise levels already present at the project site.

- Checklist Item e)** The project site is located approximately 5 miles south of the San Francisco International Airport. Airplanes occasionally fly over the project site producing increases in ambient noise levels. The project would not expose people to long-term excessive noise levels because loud noise events produced by airplanes are short-term and periodic. These noise levels are not high enough to impact human health in the project area. [3,4]
- Checklist Item f)** The project site is not located within the vicinity of a private airstrip. [3,4]

4.2.12 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

Regulatory Setting

The City of San Mateo General Plan contains several policies that relate to housing. The following policies apply to the Shoreline Parks Master Plan:

- **Policy H 1.1: Residential Protection.** Protect established single-family residential areas by the following actions:
 1. Prevent the intrusion of incompatible uses not indicated in the Land Use Element as allowed in residential districts
 2. Avoid the overconcentration on individual blocks of non-residential uses defined by the Land Use Element as being "potentially compatible" in residential areas
 4. Assure that adequate buffers are provided between residential and non-

residential uses to provide design compatibility, protect privacy, and protect residences from impacts such as noise

4. Review development proposals for conformance to the City's multi-family design guidelines for sites located in areas which contain substantial numbers of single-family homes to achieve projects more in keeping with the design character of single-family dwellings.

- **Policy H 1.4: Code Enforcement.** Continue and increase code enforcement efforts in residential areas to improve neighborhood appearance and conformance with health and safety standards.
- **Policy H 1.6: Variances and Lot Divisions.** Consider existing neighborhood character in terms of dwelling size, height, setbacks and lot size and configuration in reviewing variances and lot division proposals.

Local Setting

Population growth in the City of San Mateo has been increasing at a rate of 9.7 percent per year (City of San Mateo General Plan 1995). Total population within the City is estimated to be about 95,400 (Source: ABAG, Projections 2000). Available housing within the City of San Mateo has decreased over the past 20 years. The most significant housing problem within the city is the cost of housing. Property values have continued to increase, resulting in a 1,700 percent increase in property value from 1960 to 1990.

ENVIRONMENTAL IMPACTS

Discussion Checklist Item a)

The project would not induce population growth in the project vicinity because the project is an improvement of an existing park. No additional housing, businesses, or extensions of infrastructure are proposed. [1,3,4]

- Checklist Item b)** The project would not displace existing housing because the project is an improvement of an existing park . [1,3]
- Checklist Item c)** The project would not displace people because it is an improvement of an existing recreational park.
[1,3]

4.2.13 PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

Regulatory Setting

The City of San Mateo General Plan Safety Element contains a goal and policy related to wild fire hazards. They are as follows:

Goal 3: Maintain adequate fire and life safety protection from wildland fires.

- **Policy S 3.1: Wildland Fire Plan.** Establish a wildland fire plan for all sites identified in the Safety Element on Figure S-5 which are subject to wildland fire hazards. Require all development adjacent to wildlands to provide

fire retardant roofing materials, adequate site access, and fire breaks of at least 30 feet. The City of San Mateo General Plan Safety Element contains a goal and policy related to emergency operations. They are as follows:

Goal 4: Minimize potential damage to life, environment and property through timely, well-prepared and well-coordinated emergency preparedness, response plans and programs.

- **Policy S 4.1: Emergency Readiness.** Maintain the City's emergency readiness and response capabilities, especially regarding hazardous materials spills, natural gas pipeline ruptures, earthquakes, and flooding due to dam failure, tsunami, peak storms and like failure. Increase public awareness of potential hazards and the City's emergency readiness and response program.

Local Setting Fire protection in the project area is provided by the City of San Mateo Fire Department. The San Mateo Fire Department has fire stations strategically located throughout the City to provide rapid assistance for emergency medical and fire needs. In addition to the primary stations, equipment from other fire stations or neighboring cities may provide additional assistance. San Mateo firefighters are state certified Emergency Medical Technicians as well as trained firefighters. Station #26 at Norfolk Street serves the project area. Response times average between three and five minutes, depending on the location of the emergency (City of San Mateo Fire Department, pers. Comm. October 1999).

Wildland fire hazards in the City of San Mateo exist in the few remaining undeveloped portions of the western hills, which include Sugarloaf Mountain, Laurel Creek Canyon, portions of the unincorporated Highlands area and the Parrott Drive area adjacent to Hillsborough. The project area is not subject to wild fire hazards (City of San Mateo General Plan 1995).

Police protection is provided by the City of San Mateo Police Department. Generally, the project area is not considered a high crime area.

The region is about to start a county-wide paramedic program for medical responses. Response for a medical emergency within the project area could come from San Mateo, Burlingame, Foster City, or South County. However, it is likely that San Mateo would be the first to respond to any emergency medical needs.

Several schools serve the City of San Mateo residents. Kindergarten through eighth grade classes exist at the 14 public elementary and middle schools of the San Mateo/ Foster City School District (three additional district schools serve Foster City). The San Mateo Union High School District operates three public high schools in San Mateo, with additional district schools located in Burlingame, San Bruno and Millbrae. The Adult School is also part of the high school district and holds day and evening classes in 50 different locations throughout San Mateo County. The College of San Mateo, a two-year public community college founded 65 years ago, is the oldest school of

the San Mateo County Community College District.
(Other district colleges are Canada College in Redwood City and Skyline College in San Bruno.) The College of San Mateo offers a wide variety of occupational and university transfer programs and awards Associate in Arts and Science degrees.

ENVIRONMENTAL IMPACTS

Discussion Checklist Item a)

The site is currently used as a park and the project would improve the existing condition of the park. Since use of the park may increase as a result of the project, the need for Emergency Medical Technicians may also increase. The potential increase in emergency aid would not result in decreases in response times or other performance objectives for Emergency Medical Technicians in the project vicinity. Potential increases in emergency aid as a result of the project would be less than significant. The project would result in a minimal increase in fire risk in the area. Fire protection features would be incorporated into the project design. Current fire protection services would not suffer from decreases in response times or other performance objectives as a result of the project. Potential impacts to fire protection services as a result of the project are less than significant. [1,3,7]

Checklist Item b)

The site is currently used as a park and the project would improve the existing condition of the park. Site use may increase resulting in a potential increase in police protection. The potential increase

in police protection would not significantly differ from current police services in the project area. Furthermore, current police protection services would not suffer from decreases in response times or other performance objectives as a result of the project. Impacts to police protection as a result of the proposed project would be less than significant. [1,3]

Checklist Item c) The project would not increase the population of the area and would not have an impact on schools in the project vicinity. Schools using the site could potentially increase as a result of proposed interpretive facilities. [1,3]

Checklist Item d) The project would enhance an existing park. The project would have a beneficial effect on parks in the project area because it would increase recreational opportunities and therefore reduce park use elsewhere. [1,3]

Checklist Item e) The project could reduce the use of other public recreational facilities in the project area because recreational opportunities would increase on the project site. The project is not expected impact other public facilities because of its nature as improvements to existing parks. [1,3]

4.2.14 RECREATION

Would the project:	Potentially Significant Impact	Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Does the project:				
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL SETTING

Regulatory Setting

The City of San Mateo General Plan Conservation / Parks and Recreation Element outlines numerous goals and policies that focus on the need for recreation facilities, standards for parks, fee structures, and the like. As components of the recreation system of San Mateo, all of these goals and policies are ultimately relevant to the Shoreline Parks Master Plan program.

The General Plan classifies the Shoreline Parks into the following categories:

- a) Neighborhood Parks- Harborview Park and Ryder Park
- b) Community Parks- Tidelands Park
- c) Regional Parks- Bayfront Nature Area and Seal Point Park

d) Inaccessible Open Space- Bay Marshes

The goals and policies below specifically reference or are directly related to the Shoreline Parks Master Plan.

Goal 1: Protect and enhance the City's natural resource areas which provide plant and animal habitat.

Goal 2: Conserve the City's open spaces which provide or could provide aesthetic and recreation benefits for current and future residents.

- **Policy C/OS 1.3 Interpretive Opportunities.** Promote public awareness of the value and care of the . . . Shoreline through on-site interpretive programs or outdoor displays which are in character with the adjacent open space.
- **Policy C/OS 1.4 Shoreline Parks Master Plan.** Designate the implementation of the Shoreline Parks Master Plan as a high priority.
- **Policy C/OS 1.5 Conversion of Incompatible Uses.** Encourage the conversion of existing land uses which are not compatible with adjacent Lagoon or wetlands to permitted compatible uses.
- **Policy C/OS 2.1 Aesthetic and Habitat Values -- Selected Creeks.** Preserve and enhance the aesthetic and habitat values of San Mateo Creek. . . . and other City-owned channels in all activities affecting these creeks.
- **Policy C/OS 2.3 Hydrologic Impacts.** Ensure that improvement to creeks and other waterways does not cause adverse hydrologic impacts on upstream or downstream portions of the subject creek; comply with Safety Element Policy S 2.1 regarding flood control.

Goal 3: Protect heritage trees and human-made elements of the urban environment which reflect the city's history and contribute to the quality of life.

Goal 4: Expand the aesthetic and functional contributions made to the urban environment by public open spaces, trail systems, scenic roadways, and street tree plantings.

- **Policy C/OS 6.6 Street Tree Planting.** Encourage the planting of new street trees, especially in gateway areas such as Third Avenue.

Policy C/OS 7.1 Resource Protection. Preserve, to the maximum extent feasible, archaeological sites with significant cultural historical, or sociological merit.

- **Policy C/OS 9.2 Enhancement of Gateways.** Enhance all City gateways. In particular, create a gateway statement at . . . J. Hart Clinton Drive at the Foster City limit.
- **Policy C/OS 12.5 Resident Priority.** Provide use and reservation policies that give priority to residents of San Mateo; in particular, ensure that regional usage of . . . the Shoreline does not diminish resident opportunities to use these facilities.

Local Setting The City of San Mateo operates a variety of park facilities including playgrounds, ballfields, turf areas, courts, picnic areas, and gardens along with five community center, a senior center, two swim center, an aquatic park, and a golf course. Diverse programs are offered year round at these facilities for pre-schoolers, youths, teens, adults, and seniors.

The City has 30 park sites, three open space areas, and two inaccessible open space areas. According to the City's General Plan, San Mateo's parkland is significantly inadequate to meet current and future community recreation needs. School facilities are heavily relied upon to augment City facilities.

ENVIRONMENTAL IMPACTS

**Discussion
Checklist Item a)**

The goal of the project is to restore and improve Shoreline Park with the intention of increasing public use of the area. The increase in public use would be accommodated by the project design. [1,3]

Checklist Item b)

The project would construct recreation facilities at the site and would result in the fill of approximately 1.0 acre of low-quality seasonal wetlands as defined under Section 404 of the Clean Water Act; however, the project would enhance or create from upland habitat 2.6 acres of seasonal and freshwater wetlands. Therefore, the proposed project would result in the creation of additional wetlands, having an overall positive effect on wetlands in the project area. [1,3,4,14]

4.2.15 TRANSPORTATION /TRAFFIC

Would the project:	Potentially Significant Impact	Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., results in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

Regulatory Setting

City of San Mateo Municipal Code: Chapter

24.01 Transportation System Management contains goals and objectives related to transportation and traffic. Those goals and objectives are as follows:

GOALS

- (1) Assure that all existing and future employers and complexes participate in mitigating traffic problems by implementing TSM measures.
- (2) Encourage coordination and consistency between public agencies and the private sector in planning and implementing transportation programs.
- (3) Increase public awareness and encourage more use of alternatives to commuting by single occupant vehicles.
- (4) Reduce traffic impacts within the City and the region by reducing the number of automobile trips, daily parking demand, and total vehicle miles per person traveled that would otherwise be generated by commuting.

OBJECTIVES

- (1) To participate in an inter-city authority that works in partnership with employers to promote programs and services that help employers achieve their trip reduction goals in an effort to improve air quality and reduce traffic congestion in the region.
- (2) To facilitate the achievement of vehicle to employee ratio (VER) standards by public and private employers subject to Regulation 13, Rule 1, a regional employer-based trip-reduction mandate effective in San Mateo County beginning July 1, 1994.
- (3) To encourage and facilitate participation by employers with 25-99 employees in promoting commute alternatives to their employees.

City of San Mateo General Plan. The City of San Mateo General Plan Circulation Element contains policies that relate to transportation and traffic. The

following are policies that relate to the Shoreline
Parks Master Plan:

- **Policy C-2.5: Traffic Studies.** Require site-specific traffic studies for development projects where there may be a substantial impact on the local street system. Traffic impacts caused by a development project are considered to be unacceptable and warrant mitigation if the addition of project traffic results in a cumulative intersection level of service exceeding the acceptable level established in Policy C-2.1; where there may be safety hazards created; or where there may be other substantial impacts on the circulation system.
- **Policy C-2.8: Traffic Signal Installation.** A development project may be required to fund signalization of off-site unsignalized intersections if warranted as a result of project generated traffic. In addition, existing conditions may warrant signalization of unsignalized intersections. A warrant analysis to determine the need for signalization shall include consideration of both existing and projected traffic and pedestrian volumes, traffic delays and interruptions, accident history, and proximity of sensitive land uses, such as schools.
- **Policy C-4.1: Bikeways System.** Continue to develop and maintain a safe and logical bikeways system which is coordinated with the countywide system...
- **Policy C-4.4: Pedestrian Circulation.** Continue to require as a condition of development project approval the provision of sidewalks and wheelchair ramps where lacking and the repair or replacement of damaged sidewalks. Require that utility poles, signs, street lights, and street landscaping on sidewalks be placed and maintained to permit wheelchair access and pedestrian use.
- **Policy C-4.6: Pedestrian Safety.** Pedestrian safety shall be made a priority in the design of intersection and other roadway improvements.
- **Policy C-5.1: Parking Standards.**

- Adopt parking requirements to provide adequate parking supply as a condition of development approval.
- Adopt parking requirements to provide adequate parking supply for change and/or expansion of land use resulting in increase parking demand.

Regional Transportation Plan (1998). The Regional Transportation Plan (RTP) estimates the available funding for transportation projects in the Bay Area and allocates funding. More than half the funding allocated in the 1998 Congestion Management Plan (CMP) is allocated for public transit improvements. Considerable expenditures are allocated to maintaining and operating the area's road system. Over \$370,000 is allocated to bicycle and pedestrian projects. Between 1990 and 2010 the RTP estimates that there will be a 37% increase in the total daily person-trips.

Draft Congestion Management Plan. In San Mateo County, the City/County Association of Governments is designated as the Congestion Management Agency (CMA). A Congestion Management Program (CMP) was adopted in 1991. The CMP has been updated in 1993, 1995, and 1997, and is currently being updated. The CMP addresses all state highways. The CMP specifies level of service¹ (LOS) standards for various roadways. For State Route (SR) 82 the LOS standard is E. For SR 84

¹LOS is a relative measure of driver satisfaction with values ranging from A to F; LOS reflects a number of factors such as speed and travel time, traffic, interruptions, vehicle delay, freedom to maneuver, driver comfort and convenience, safety and vehicle operating costs. LOS "C" represents satisfactory operation with fair progression and longer cycle lengths; individual cycle failures may begin to appear. A cycle is the time period required for one complete sequence of traffic signal indications.

and SR 280 the LOS standard varies from B to F. U.S. 101 has a LOS standard which varies from E to F.

The CMP focuses on trip reduction by encouraging use of alternative transportation methods, such as walking and cycling, and on improvements to the roadway system to increase capacity. The CMP also addresses trip reduction to reduce the number of vehicles on the roadway and modifications to the existing system to improve roadway and intersection capacity. Any time a project will generate more than 100 trips during the daily peak hour these data must be provided to the CMA. The applicant is then required to reduce the impact by scaling back the project, paying a fee for improvements, providing improvements, or implementing another program to reduce trips.

San Mateo County Bicycle Plan. Adopted by the Board of Supervisors in 1976, this plan contains numerous policies and recommendations necessary for a comprehensive bicycle transportation system. The plan is in the process of being updated.

Local Setting The City of San Mateo has a hierarchy of streets that serve different functions. These include freeways, arterials, collectors, local streets, and alleyways. U.S. 101 (Bayshore Freeway) is a freeway in the project vicinity. Freeways route traffic through the community and are characterized by large traffic volumes and high-speed travel. J. Hart Clinton Drive and Norfolk Street are arterials in the project

vicinity that link residential and commercial districts. Several collector and local street exist in the project vicinity and are intended to protect residents from through traffic impacts.

Pedestrians and bicyclists access the area from an existing network of bicycle routes, sidewalks and trails. The master plan area is approximately one mile from downtown San Mateo.

Pedestrian Crossings. On J. Hart Clinton Drive there are pedestrian activated signal crossings at Detroit Drive, Anchor Road, and Mariners Island Boulevard. A pedestrian activated signal has been approved for J. Hart Clinton Drive at San Mateo Creek and is awaiting construction.

Transit. Transit service is provided along J. Hart Clinton Drive and East Third Avenue by SamTrans' Route FX. The route operates as a commuter route, with service available Monday through Fridays ;during the morning and evening commute hours only.

Circulation Activity. Wilbur Smith Associates (WSA) prepared a transportation assessment for the Shoreline Parks project (Appendix F). WSA conducted site visits to the project area on 9/5/99 and 10/21/99 to evaluate the circulation activity in the project area.

Existing vehicle, pedestrian and bicycle activity was observed in the Shoreline Parks area during a weekday evening (4:00 PM - 6:00 PM) peak period. The

Shoreline Parks area is not expected to attract significant numbers of users during the weekday evening commute period; however, this is the period when local background traffic volumes on J. Hart Clinton would be highest, and as such represent worst case conditions.

Observed traffic conditions on J. Hart Clinton Drive are characterized by heavy flows at times in the westbound (U.S. 101) direction during the evening commute period. Traffic speeds on the arterial, however, were observed to be consistent with the posted speed limit and delay due to congestion was not evident. Traffic congestion and resultant vehicle delay was observed at the signalized intersection of E. Third Avenue and the U.S. 101 Interchange.

Parking utilization of the San Mateo Creek lot (eight spaces) and the Seal Cove lot (42 spaces) was low during the afternoon commute period. A total of 10 parked vehicles were recorded for the total 50 parking spaces, which calculates to an occupancy rate of 20 percent.

Trail use by pedestrians and bicyclist in the Shoreline Parks area was observed to be low during the weekday afternoon commute period. Observations made at the Bay Trail Bridge (Seal Cove / Bay Marshes) between 4:30 PM and 5:00 PM found a total of eight pedestrians and five bicyclists in the area.

Parking. Approximately 50 parking spaces directly serve the Shoreline Parks area. Seal Cove contains 42

spaces (including two handicapped spaces) in a paved lot. Approximately eight parking spaces are located in a gravel lot near Ryder Park, which are accessible from J. Hart Clinton Drive. Other parking on the periphery of the area is located at the Coyote Point fee lot and on some local residential streets throughout the area.

ENVIRONMENTAL IMPACTS

**Discussion
Checklist Item a)**

The project would result in an increase in existing levels of vehicle traffic. The expected increases in traffic would not be substantial enough during peak commute periods to have a measurable affect on the carrying capacity of the existing roadway lanes, or the operations at local intersections. During times when the project is expected to generate a peak number of vehicle trips (summer, weekday evenings and weekends) the level of background traffic would be low and roadway capacity and operations would not be negatively impacted by project-generated vehicles.

The project would result in an increase to existing levels of pedestrian and bicycle traffic in the area. During weekday commute periods the expected increases in pedestrian and bicycle traffic is not expected to be substantial enough to constitute a significant impact. Further, planned project improvements to trail and path networks, and at J. Hart Clinton Drive and other local streets, including signs, pedestrian actuated signals, and bicycle loop detectors would

increase safe circulation and diminish motorized/non-motorized conflicts. [1,3,4]

Checklist Item b) The project as proposed would not cause any of the local or regional designated transportation facilities in the area to exceed San Mateo County Congestion Management Agency (CMA) standards. The project is estimated to generate very low levels of vehicle activity during peak commute periods based on the characteristics displayed and surveyed at existing similar land uses. During periods of peak vehicle trip generation, the surrounding background levels of traffic are expected to be low and standards would not be affected. [1,3,4]

Checklist Item c) The proposed project would not affect air traffic patterns. [3,4]

Checklist Item d) The proposed project would not substantially increase hazards due to design features. The proposed design features would result in safer pedestrian and bicycle operations on J. Hart Clinton Drive, increased access for private and emergency vehicles, and an adequate parking supply. [3,4]

Checklist Item e) The proposed project would improve emergency access throughout the area. Emergency access would be provided and/or upgraded at up to 15 locations within the project area. The Bay Trail would be reconfigured under the master plan and a new bridge constructed across San Mateo Creek to accommodate the width, weight, and turning radius of emergency vehicles. [3,4]

- Checklist Item f)** The project proposes up to a maximum of 259 parking spaces. Spaces would be distributed throughout the area in lots connected to or in close proximity to the trail network. The majority of parking spaces would be located in Seal Point Park. Based on City of San Mateo Parking Code, the project would meet or exceed parking requirements at all appropriate locations. [1,2,3,4]
- Checklist Item g)** The project would not conflict with adopted policies, plans, or programs supporting alternative transportation. The project as planned would promote and enhance the use of alternative forms of transportation, and would identify sites for potential transit stops in the area. [1,2,3,4]

4.2.16 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the project:	Potentially Significant Impact	Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
disposal needs?				
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

Regulatory Setting

The California Integrated Waste Management Act of 1989, as amended directs city, county, and regional agencies to prepare a Regional or Countywide Integrated Waste Management Plan. This plan must consist of the Source Reduction and Recycling Elements, the Household Hazardous Waste Elements, and the Non-Disposal Facility Elements of each jurisdiction within a county or region, and a Regional or Countywide Integrated Waste Management Plan Summary and Countywide or Regional Siting Element (ESA 1999). San Mateo County has prepared an Integrated Waste Management Plan that includes all of the required elements. The last element to be incorporated, the Siting Element, was prepared January 1999.

Local Setting

The City of San Mateo is served by several private utilities. Gas and electric services are provided to the City of San Mateo by Pacific Gas and Electric (PG&E), a private utility company. Water service is provided by California Water, a private utility company, west of Seal Slough and the Estero Municipal

Improvement District east of Seal Slough.. The City of San Mateo provides sanitary sewer service to all San Mateo residents. Residential and commercial garbage collection services are provided by Browning-Ferris Industries (BFI), a private company. Waste may also be disposed of at the Ox Mountain Sanitary Landfill in Half Moon Bay or the San Carlos Transfer Station. Residential and commercial recycling service is provided by Browning-Ferris Industries (BFI).

ENVIRONMENTAL IMPACTS

Discussion

Checklist Item a)

The project would not exceed wastewater treatment requirements because sufficient treatment capacity is available to serve the relatively small project needs. [1,3]

Checklist Item b)

The project site would be serviced by existing water and sewer services. No expansion of services would be required. [1,3]

Checklist Item c)

Overall drainage patterns would not be affected. For water quality purposes, drainage from all roads and parking areas within the Shoreline Parks (except Seal Point Park) would be directed into on-site grass swales or enhancement wetlands. These swales would allow the storm water to be controlled on-site and would be sited and designed to reduce contamination of runoff. The entrance road leading up to the Seal Point Plateau and parking areas on top of the Plateau will be gravel. Drainage from all turf areas within the Parks would be directed to enhancement wetlands.

The drainage channel in the Bayfront Nature Area serves the residential areas to the west, roughly to Highway 101. Six storm drain outfalls exist along the 4300-foot channel. Coordinated with the redesign of the drainage to enhance the wetland landscape, these outfalls, the outfall from Ryder Park, and one draining Harborview Park would be redesigned to better manage constituents of concern (i.e., heavy metals, oils, greases, nutrients, pesticides, herbicides, and gross debris). New water quality ponds would be developed at the end of each of the existing drainage outfalls and one new outfall location in the Bayfront Nature Area. These would be tied into but separated from the improved drainage channel. The design segregates trapped pollutants as much as possible from the enhanced channel. The proposed project would create and enhance storm water drainage facilities that would be beneficial to the environment. [1,2,3]

Checklist Item d) Existing water supplies would serve project needs. No new entitlements would be required. [3,7]

Checklist Item e) The project would not have a substantial effect on the capacity of the current wastewater treatment provider. [1,3,7]

Checklist Item f) During the construction phase of the project, solid waste would be produced in small amounts. The landfill that would serve the project possesses sufficient permitted capacity to accommodate the project's disposal needs for solid waste during construction and operation. During operation, there

may be a small increase in solid waste generated by park users. This increase would not require expansion of any landfill. [1,3,7]

Checklist Item g) During operation there may be a small increase in solid waste generated by park users. This increase is expected to be small and would not require expansion of any landfill. The City is in the process of implementing a program to reduce the waste stream using recycling. The project will also encourage recycling of glass, aluminum, and paper. The project would comply with federal, state, and local statutes and regulations related to solid waste. [1,3,7,18]

4.2.17 MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>Would the project:</p> <p>either directly or indirectly?</p>	<p>Potentially significant Impact</p> <p>significant with Mitigation Incorporati</p> <p>Less Than significant Impact</p> <p>No Impact</p>
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ENVIRONMENTAL IMPACTS

**Discussion
 Checklist Item a)**

The project is designed to provide a net benefit to sensitive-species and habitat. The project would enhance the environment and increase the amount of habitat for special-status and other species of wildlife and fish. The project would not threaten the existence of any rare or endangered plant or animal. Project activities would be sited to avoid effects on special-status species. The project would not eliminate important examples of the major periods of California history or prehistory. No additional mitigation is required. [1,2,3,4,12,13]

Checklist Item b)

The project does not have impacts that would be cumulatively considerable because it would have minimal impacts with the implementation of the mitigation measures. The project would have beneficial effects on human beings and the environment. [1,2,3]

Checklist Item c)

The project has a beneficial effect on human beings by enhancing and restoring the environment of the project site. The project would also provide additional recreation opportunities. [1,2,3,4]

4.2.18 SOURCES

1. City of San Mateo General Plan 1995
2. City of San Mateo Municipal Code
3. Project Plans
4. Site Visits and Analysis
5. State of California Hazardous Waste & Substances List
6. Uniform Building Code
7. Uniform Fire Code
8. City of San Mateo Police Department Traffic Accident Reports
9. Letters from the Public
10. Bay Area Air Quality Management District CEQA Guidelines, April 1996
11. USGS Map Showing Faults and Earthquake Epicenters in San Mateo County, CA
12. Citywide Archaeological Investigations, City of San Mateo, CA
13. San Mateo Historic Resources Inventory
14. Shoreline Parks Master Plan Research and Analysis Report. 1999.
15. Bay Area Air Quality Management District, Public Information & Outreach
16. San Mateo County General Plan. 1986.
17. Margaret Roper, fisheries biologist, California Department of Fish and Game
18. San Mateo County Integrated Waste Management Plan. 1999.
19. East Third Avenue Disposal Site Initial Study. 1993.
20. California Historical Resources Information System. 1999. Northwest Information Center, Sonoma State University, California.

CHAPTER

5

MITIGATION MONITORING AND REPORTING PROGRAM

5.1 INTRODUCTION

State Assembly Bill AB 3180 was enacted by the California State Legislature in 1988 to provide a mechanism to ensure that mitigation measures adopted through the CEQA process are implemented in a timely manner and in accordance with the terms of project approval. Under AB 3180, which added Section 21081.6 to CEQA, public agencies are required to adopt a monitoring or reporting program designed to ensure compliance during project implementation. CEQA Guidelines Section 15097 reflects the mitigation monitoring and reporting requirements of Public Resources Code Section 21081.6. This program applies when the public agency has made findings, required under Section 15091 (a)(1) of the CEQA Guidelines, relative to an adopted mitigated negative declaration.

Table 4.3-1 provides a proposed Mitigation Monitoring and Reporting Program (MMRP) for the proposed project. This MMRP outlines procedures for the implementation of mitigation measures identified in the Initial Study. These mitigation measures would reduce the level of impact of potential environmental effects of the proposed action. These mitigation measures would reduce the impact of effects determined to be significant prior to mitigation to less-than-significant levels.

5.2 RESPONSIBILITIES OF THE INVOLVED PARTIES

The City of San Mateo and its construction contractors must fully comply with all applicable conditions and measures described in this MMRP during construction and operation of the proposed project. The City of San Mateo would monitor and verify compliance with the MMRP during the life of the project.

5.3 CONTENTS OF THE MMRP

The MMRP for the project (Table 5.3-1 at the end of this section) is organized in table format and is keyed to each mitigation measure identified in the Initial Study. The MMRP is organized by environmental issue area and discusses only those impacts for which mitigation has been identified. The intent of formatting the MMRP as a table is to provide the reader with a concise and quick summary of the measures to be implemented, agencies involved, timing of implementation, and frequency of monitoring. The purpose of each column heading is as follows:

- **Mitigation Measure:** The full text of the mitigation requirement from the Initial Study
- **Monitoring and Reporting Actions:** An outline of the appropriate monitoring and/or reporting actions required to verify implementation of measures
- **Responsible Party/Agency:** A description of the party and/or agency responsible for monitoring compliance with the mitigation requirements.

- **Implementation Schedule:** A schedule for conducting each mitigation monitoring and reporting action.

TABLE 5.3-1: MITIGATION MONITORING TABLE

Mitigation Measure	Monitoring/ Reporting Action	Responsible Party/Agency	Implementat ion Schedule
Mitigation Measure 4.2.3-1: Standard construction conditions of approval from the City of San Mateo Public Works and Building Departments shall be followed. In addition, prior to site grading, a grading plan shall be submitted to the City for review. The grading plan shall include measures to reduce emissions from construction equipment and wind blown soils that will include, but not be limited to: twice-daily watering of disturbed soils as necessary during dry periods, proper maintenance of construction equipment, and other Best Management Practices to reduce windblown dust. The grading plan shall be followed for all construction activities for the project.	A grading plan with BMPs shall be submitted to the City for review. The City shall ensure implementation.	City of San Mateo reviews plan submitted by project engineers.	Prior to site grading.

Mitigation Measure	Monitoring/ Reporting Action	Responsible Party/Agency	Implementat ion Schedule
Mitigation Measure 4.2.4-1: To avoid impacts on Point Reyes bird's beak, a predisturbance survey should be conducted by a qualified botanist during the spring flowering period prior to any construction within the Bay Marshes to assess species presence. If found, the botanist, in consultation with the California Department of Fish and Game, will determine the extent of a construction-free buffer zone to be established or suitable methods to avoid or relocate plants as appropriate.	A qualified botanist conducts the survey during the flowering season prior to construction; results reported to the City. If plants present, biologist consults with CDFG. Buffer zone requirements or relocation procedures, if any, reported to the City.	City of San Mateo, in consultation with botanist and CDFG, as needed	Surveys conducted during the flowering season prior to construction .
Mitigation Measure 4.2.4-2: Improvements to the trail and construction of fencing on the west side of the Bay Marshes and extension of an existing drainage channel fencing on the east side of the Bay Marshes shall be conducted from September 1 through January 31, outside of the breeding period of the California clapper rail.	Qualified biologist conducts survey in accordance with USFWS protocol; results reported to USFWS and the City; buffer zone requirements, if any, reported to the City.	City of San Mateo in consultation with biologist and USFWS, if necessary	Surveys commence late January, if needed.

Mitigation Measure	Monitoring/ Reporting Action	Responsible Party/Agency	Implementat ion Schedule
Mitigation Measure 4.2.4-3: A predisturbance survey should be conducted by a qualified ornithologist or wildlife biologist to assess the presence of nesting Cooper's hawk, White-tailed kite, and Northern harrier prior to any construction within the Project Area. This survey should be conducted no more than 14 days prior to the initiation of construction activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). If an active harrier nest is found close enough to the construction area to be disturbed by the proposed activities, the biologist, in consultation with the California Department of Fish and Game, will determine the extent of a construction-free buffer zone to be established around the nest.	A ornithologist or wildlife biologist conducts the survey prior to construction per the prescribed schedule; results reported to the City. If nesting harriers present, biologist consults with CDFG. Buffer zone requirements, if any, reported to the City.	City of San Mateo, in consultation with biologist and CDFG, as needed	Surveys conducted prior to disturbance during the breeding season.

Mitigation Measure	Monitoring/ Reporting Action	Responsible Party/Agency	Implementat ion Schedule
Mitigation Measure 4.2.4-4: The City shall work with the California Department of Fish and Game and the U.S. Fish and Wildlife Service to develop a construction plan for the point-access trail improvements, fencing, and extension of the tidal channel in Bay Marshes that will avoid direct impacts to the salt marsh harvest mouse, which may occur in or near the construction area.	The City works with the agencies to develop the construction plan and ensure all improvements conducted in accordance with the plan.	City of San Mateo	Plan developed prior to construction ; compliance ensured throughout construction .
Mitigation Measure 4.2.5-1: During excavation, construction personnel shall look out for buried archaeological resources and human remains. If these resources are discovered, construction shall cease in that area until a qualified archaeologist has studied the resources. All identified archaeological sites shall be evaluated using the California Register of Historical Resources criteria. The archaeologist shall identify the proper course of action to reduce project impacts on cultural resources. This shall include studying and reporting on the site to ensure that data is available to future researchers. Material recovered shall be donated to an appropriate repository for future study. Project personnel should not collect cultural resources, including prehistoric (chert, obsidian flakes or points, mortars, pestles) or historic resources.	Construction personnel responsible for diligence during construction. Any potential resources reported to the City. Qualified archaeologist evaluates identified sites, if any, and prescribes action.	City of San Mateo in consultation with qualified archaeologist, if needed	During excavation.

Mitigation Measure	Monitoring/ Reporting Action	Responsible Party/Agency	Implementat ion Schedule
Mitigation Measure 4.2.5-2: If prehistoric archaeological deposits that include human remains or objects considered "cultural items" according to the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during construction, the County Coroner shall be notified immediately and NAGPRA regulations shall be followed. If the remains are identified as American Indian, the tribe(s) shall be notified within one (1) working day and consultation will be initiated. Project activities may resume 30 days after notifying the tribe(s). Repatriation of the other categories of items (funerary objects, sacred objects, and cultural patrimony) shall be based on evidence that indicates whether or not the original acquisition of the object was from an individual that had the authority to separate the item from the tribal group.	Construction personnel responsible for diligence during construction. Any potential human remains or "cultural items" reported to the City. Qualified archaeologist evaluates find. County Coroner and tribe(s) contacted as necessary. The City shall verify appropriate disposition of materials.	City of San Mateo in coordination with the County Coroner	Throughout construction .

Mitigation Measure	Monitoring/ Reporting Action	Responsible Party/Agency	Implementat ion Schedule
Mitigation Measure 4.2.6-1: The site-specific geotechnical and engineering studies prepared by the City for all project facilities shall include a soil investigation and designs to minimize structural damage or hazards to people from ground shaking or liquefaction during an earthquake. All foundations shall conform with the requirements of the Uniform Building Code, other standard conditions of approval of the City of San Mateo, and be designed by a licensed engineer.	Study results and designs shall be submitted to the City for review. The City shall ensure that study results are incorporated into the designs.	City of San Mateo	Prior to site grading.
Mitigation Measure 4.2.6-2: Prior to ground disturbance, a grading plan shall be submitted to the City for review. The grading plan shall include a construction erosion control plan with Best Management Practices designed to minimize sediment in site runoff during construction. These measures shall include: limiting the size of areas disturbed, watering of disturbed soils twice daily, avoiding long unbroken flow paths, making drainage swales broad and flat, routing off-site drainage around newly disturbed areas, directing sediment into sediment control basins, using energy dissipaters, and maintaining facilities on a daily basis. This plan shall be implemented during project construction.	A grading plan with BMPs shall be submitted to the City for review. The City shall ensure implementation.	City of San Mateo reviews plan submitted by project engineers	Prior to ground disturbance.

Mitigation Measure	Monitoring/ Reporting Action	Responsible Party/Agency	Implementat ion Schedule
Mitigation Measure 4.2.6-3: Soil surveys shall be conducted prior to construction in areas where structures or foundations are proposed. Engineers shall consider soil constraints such as expansive soils in their design of project facilities.	Soil survey results reported to the City. The City shall ensure that soil survey results are incorporated into designs.	City of San Mateo ensures soil constraints factored into design	Surveys prior to design; design prior to construction
Mitigation Measure 4.2.7-1: The City shall require that all soils imported for placement at Tidelands Park be analyzed to ensure that there is no presence of chemicals or toxic materials that would exceed accepted standards. The City shall coordinate any such analysis with the San Mateo County Department of Environmental Health Services to establish an appropriate exposure standard for Tidelands Park.	The City keeps records of soil testing.	City of San Mateo	Throughout construction .

Mitigation Measure	Monitoring/ Reporting Action	Responsible Party/Agency	Implementat ion Schedule
Mitigation Measure 4.2.8-1: The City shall maintain water quality ponds from storm water runoff. Procedures and practices shall, at a minimum, conform with the <i>San Mateo Countywide Stormwater Pollution Prevention Program (STOPP) Performance Standards for Maintenance of Storm Water Facilities</i> . In this case, water features shall be inspected annually prior to the wet season, shortly after the first storm, and once during the early summer. Inspections will determine the frequency for sediment removal and other routine maintenance such as cleaning up of trash and debris, and resolving problems with erosion control, weeds, odors and algae.	The City keeps records of inspections.	City of San Mateo	Throughout project life.
Mitigation Measure 4.2.8-2: The City shall employ integrated pest management (IPM) principles for all pest (including weed) control activities at the Shoreline Parks. Procedures and practices shall, at a minimum, conform with the <i>San Mateo Countywide Stormwater Pollution Prevention Program (STOPP) Performance Standards for Pesticide Usage and Integrated Pest Management</i> .	The City keeps records of landscaping chemical use.	City of San Mateo	Throughout project life.

Mitigation Measure	Monitoring/ Reporting Action	Responsible Party/Agency	Implementat ion Schedule
Mitigation Measure 4.2.11-1: Noise control equipment shall be used on construction equipment (e.g., mufflers) to reduce noise levels and construction hours shall be limited to weekdays where housing is adjacent to construction.	All construction contractors provide the City with a noise mitigation compliance plan.	City of San Mateo	Throughout construction .

APPENDIX

A

COORDINATION

APPENDIX

B

DESIGN GUIDELINES

Introduction

The following guidelines are provided to assist the City of Mateo in its consideration of the aesthetic design characteristics envisioned for the shoreline. Certain aspects of the Shoreline Parks Master Plan will be subject to more detail review during the design development phase of construction documentation.

The specific features within the Shoreline Parks Master Plan program that will be subject to additional Site Plan and Architectural Review at a later time include:

- J. Hart Clinton Drive Gateways: layout, materials, and associated sculptures
- Parking Lots
- Restroom and storage buildings
- Picnic and shade shelters

General Thematic Materials

The basic materials of most of the park furniture, lighting, fence posts, fence fabric, railings, drinking fountains, picnic shelters, entry gates, pedestrian gates, sign standards, and art standards, will be a combination of rock/stone and hot-dipped galvanized metal. The symbolic juxtaposition of this combination is a marriage of nature and industrial technology. The functional advantage of this selection is that it is simple to

the eye and, given the shoreline climatic conditions over the long run, low maintenance.

Color Where needed to accompany the silver finish of galvanized metal, either a blue-green color reflective of the San Francisco Bay on a clear day or light rust color will serve as the basic Shoreline Parks thematic color compliments. Color will be used for identity sign backgrounds, trail markers, as a highlight feature in picnic shelters and restroom facilities, and as a basic motif color for playground features at Harborview, Ryder, and Tidelands Park.

Entrance Roads / Parking Surfaces With the exception of the Seal Point Park plateau, all vehicular entrance drives and parking areas will be paved with asphalt-concrete without curbs. Where needed, concrete parking barriers will be used. Because of the potential for differential settlement, gravel parking will be used for the Seal point Park plateau drive and parking.

Trail Surfaces Paved trails will be either tinted concrete or asphalt-concrete with flush concrete curb edging to maintain the integrity of the pavement and reduce maintenance costs. Trails in irrigated turf areas and playgrounds in Harborview, Ryder, and Tidelands Park will be tinted concrete. Natural surface trails will all treated with a stabilizing agent and will be composed of compacted ground shells, decomposed granite, or native earth.

Sculpture

Two and three dimensional sculpture with a shoreline theme; where appropriate wind activated

Materials:
variable

Color:
variable

Locations:

- J. Hart Clinton Drive Gateways
- All Interpretive Points

Note:
sculptures illustrated at right are for illustrative purposes only.



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1. High Tide
Steve Jensen, Artist
2. Serpent Mound: La Quinta Sculpture Park:
Steven Kline Sculptor
3. Reverence.
James Sardonis Sculptor
4. River Gallery Sculpture Garden,
Tennessee Riverpark
5. Museum of Art, New Orleans,
Louisiana
6. To the Wind Beneath One's Wings
James Paul Fink
7. Eastshore State Park, Albany,
California

Bridge and Boardwalk Railings

Materials:

would generally be wood planks (capable of supporting emergency vehicles) and hot-dipped galvanized posts and metal railings

Color: silver

Locations:

- Bayfront Nature Area / Boardwalks over the Bay (by the PG&E towers)
- Bayfront Nature Area / entry points
- San Mateo Creek Trail bridges
- Seal Slough Bridge railing retrofit
- Tidelands Park



Access Control Fencing

Materials:
hot-dipped
galvanized
posts and
fence fabric

Color: silver

Locations:
For general
area
delineation
without wire
mesh:

- All areas

For habitat
access
control with
wire mesh:

- Bayfront
Nature Area
- Seal Point
Park
- Bay Marshes
- Tidelands
Park



Lights

One of three types of lights will typically be used.

Street Lights

Material:
galvanized
metal

Color: silver

Location:

- J. Hart
Clinton Drive
- Park
entrances

Elsewhere
lights
generally
will not be
used within
the Shoreline
Parks.

Park Area Lights

Material:
galvanized
metal

Location:

- Harborview
Park
- Ryder Park



Security Lights

Motion
activated
security
lights

Location: all
park restroom
/ storage
facility

buildings

Benches

One of three types of benches will typically be used.

Stone Benches

Material:
chiseled bench within rock / boulders appearing as outcrops along Shoreline Parks trail system; some may also include chiseled backing

Color:
natural stone

Location:

- All areas along trail system



Manufactured Benches with Backs

Materials:
painted metal

Color: light
rust

Location:

- Harborview Park
- Ryder Park
- Seal Point Park overlooks Tidelands Park



Concrete Benches

Materials:
concrete

Color: light
rust

Location:

- Harborview Park
- Ryder Park
- Seal Point Park Dog Park
- Seal Slough bridge
- Tidelands Park



Picnic Tables

Material:
concrete

Color: light
rust

Location:

- Bayfront
Nature Area
- Harborview
Park
- Ryder Park
- Seal Point
Park
- Tidelands
Park



Trash Containers

Material:
concrete

Color: light
rust

Location:

- Bayfront Nature Area
- Harborview Park
- Ryder Park
- San Mateo Creek
- Seal Point Park
- Bay Marshes
- Tidelands Park



Bicycle Racks

Materials:
painted metal

Color: light
rust

Location:
All areas



Drinking Fountains

Materials:
painted metal

Color: light
rust

Location:
All areas



Picnic Shelters / Shade Structures

Materials:

- Painted Steel Posts
- Metal roofs / screens

Colors:

- Silver, blue-green

Location:

- Ryder Park
- Seal Point Park
- Tidelands Park



Interpreti ve Signs

Materials:

- Standard: embedded in boulders or stainless steel post

Colors:

- Post: Standard: Silver
- Sign: Blue-green background, silver lettering

Location:

- Interpretive points along trail system



Restrooms / Storage Buildings

Materials:

- Walls:
Painted
fiber
concrete
panel wood
texture
- Roof: metal

Colors:

- Silver;
blue-green;
light rust

Location:

- Harborview
Park
- Ryder Park
- Seal Point
Park
- Bay Marshes
- Tidelands
Park



Picnic Shelters / Shade Structures

Materials:

- Painted Steel Posts
- Metal roofs

Colors:

- Silver, blue-green, light rust

Location:

- Ryder Park
- Seal Point Park
- Tidelands Park



Gateways

Materials:

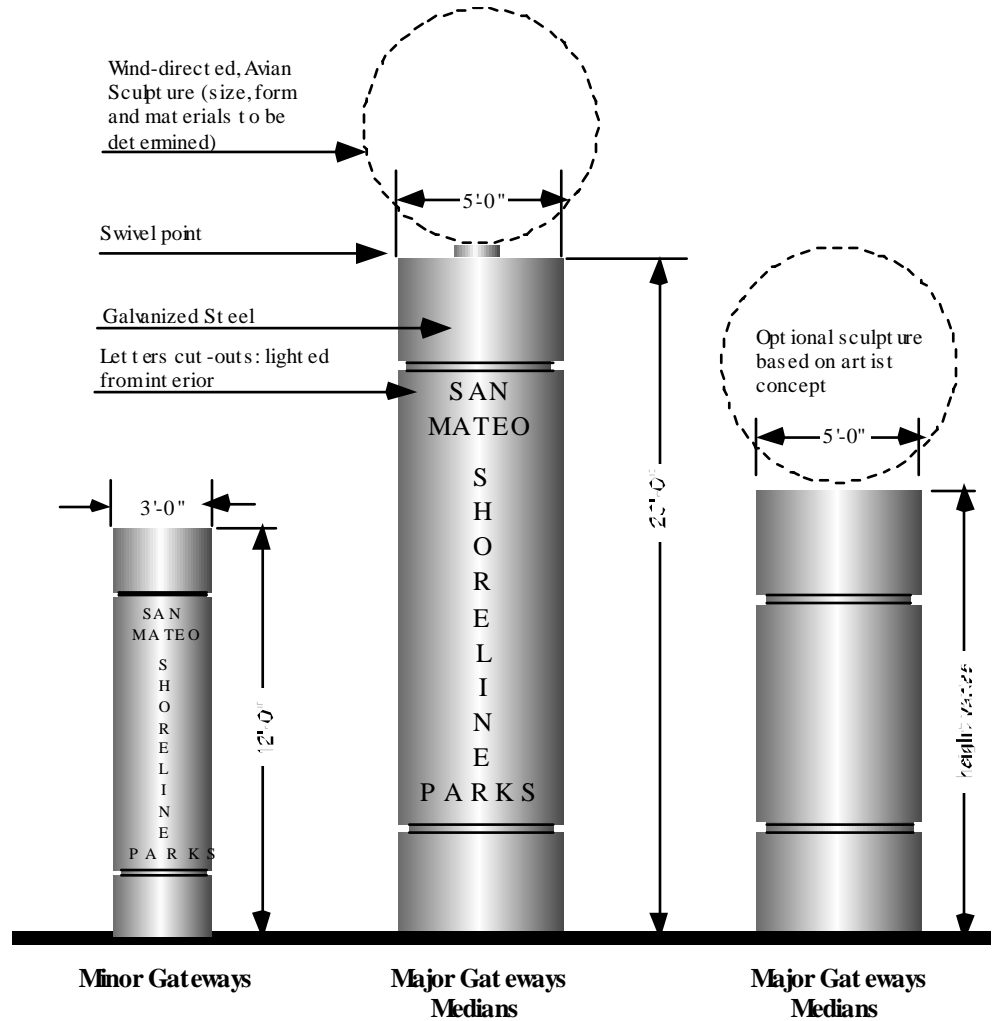
- Galvanized steel columns

Colors:

- Silver with blue-green trim

Location:

- All areas



Concept Sketch Elevation
Gateway Wind-Directed Sculpture